

ARMY REGULATIONS  
VOLUME X.—PART I. C

# PASSAGES—INLAND.

(INCLUDING ROAD, RAIL, AND RIVER.)

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ARMY REGULATIONS, INDIA.  
VOLUME X.

PASSAGES—INLAND.

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PART II.

SECTION I.—MARCHES.

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I.—General Instructions.	III.—Carriage.
II.—Reports.	IV.—Supplies.
V.—Customs and Tolls.	

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I.—General Instructions.

1. The quartermaster general in each presidency being entrusted, under the orders of the Commander-in-Chief, with the duty of moving and encamping troops, all arrangements for marches and for the transport of troops will be made in his department. Full reports of all movements of troops are therefore to be made to the quartermaster general by all officers in command.

2. Movements of troops or dispositions of march are not always to be put in orders, but are to be delivered to such persons only as they concern. No one is to expect more to be communicated to him than is necessary for the complete execution of the service required of him.

3. The receipt of all telegraphic messages connected with the movement of troops is invariably to be acknowledged by telegraph; and the dates on which the movements therein directed will take place are always to be reported at the same time.

4. An order for the movement of troops will be accompanied by a route or document prescribing the road to be taken, the stages to be made, and the places for encampment, and giving such other details of instruction and information as are considered requisite. Routes contained in the official route book need not be furnished in detail: reference to the number of the route in the book will be sufficient.

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## Marches.

## I.—General Instructions.

5. An officer commanding troops ordered to move is, immediately on receiving the order to march, to forward a notice to the commissariat officer of the station. When the troops are moving out of the district, this notification is in like manner to be made to the commissariat officer of the station to which they are proceeding. When any alteration in the date of movement takes place after the notice has been sent by the commanding officer, he will forward a notification of such change to the commissariat officers concerned. (See paras. 15, 152 and 153.)

6. Officers commanding corps and detachments are prohibited from deviating from the route furnished to them, or from making any alterations in the stages laid down, without the most urgent reasons for doing so, which are to be immediately reported to the quartermaster general and to the civil authorities concerned.

7. The march of convalescents to the several sanatoria in the Bengal Presidency is to take place under local arrangements on the following dates :—

Naini Tal . . . . .	} On such dates as will ensure arrival before the 15th April.
Landour . . . . .	
Kasauli . . . . .	
Dalhousie . . . . .	} Ditto before 12th March.
Darjeeling . . . . .	
Murree . . . . .	} Ditto before 30th April.
Pachmarhi . . . . .	
Pachmarhi . . . . .	} Between 1st and 15th March.

## In the Madras Presidency—

Wellington . . . . .	} On such dates as will ensure arrival before 1st April.
Poonamallee . . . . .	
Pachmarhi for troops from Kamptee only . . . . .	} Between 1st and 15th March when ordered by the quartermaster general in India.

From Depots above the Meerut District on 15th October.  
From Depots in the Meerut District on 20th October.  
From Depots in the Rohilkund District and at Darjeeling on 1st November.

8. Recovered men at hill depots in the Bengal presidency may be despatched to the plains as shown on the margin. Under urgent circumstances, such as field service or being detailed for embarkation for England in an early troopship, men may, if sufficiently recovered, be permitted to move earlier under special arrangements, but as a general rule the specified dates are not to be departed from.

9. If between the dates given in the above paragraph it is considered necessary to exchange sickly men in the plains with recovered men in the hills, such interchanges may be made from all stations which admit of their being carried into effect without undue exposure in transit, the moves being arranged by the general officer commanding the district acting on the recommendation of the deputy surgeon-general, a passage by horse dak being provided for such men as the deputy surgeon-general may consider unfit to travel by bullock train.

9a. In the Madras Presidency no movement of convalescents is to be made between 1st April and 15th June without the special sanction of the quartermaster general.

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Marches.

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## PART II.

Sec. I.

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## I.—General Instructions.

10. As a general rule, unless ~~very~~ urgent reasons necessitate the measure, transfers are not to be sent from their batteries or regiments between the 1st April and 20th October of each year; but when the entire journey can be travelled by railway, officers in command may exercise their discretion in forwarding applications for transfers which may be sanctioned by General officers with the concurrence of medical authority. Reference to head-quarters should be made in all cases where unusual expenditure will be caused owing to the transfers being effected at such a season.

11. Reliefs or movements of troops in the Bombay Presidency are not to take place between the 15th March and 15th October of each year, unless in urgent or special cases.

12. Unless some urgent necessity or public emergency shall require deviation from the rule, the transit of troops and officers on duty or leave between Khandeish and Malwa by the Sindwa Ghaut, and between Gazrat and Malwa, shall be closed from the 1st August to the 1st January, and between the Deccan and Malwa by Assirgarh from the 1st September to the 1st November.

## Duties in connection with Civil Authorities.

13. General officers commanding districts will, on receipt of the annual relief circular from the quartermaster general, or of any order for movement of troops by route march, inform the civil authorities of the routes by which troops will march, in order that all wells at the encamping grounds on the roads to be traversed may be thoroughly cleaned out before the movements commence.

14. The established encamping grounds when not occupied are kept clean and free from jungle growth, and generally in order by the local subordinate civil officers under the orders of the civil officer of the district. The latter should be addressed without delay when there is a subject of complaint.

15. On the receipt of an order to march and of the route by which the corps is to proceed, the commanding officer is to report to the civil or political authorities of the districts through which he is to pass, the probable date of arrival within their respective jurisdictions (giving the strength of the corps, proposed halting places, and intended date of arrival at each), in order that they may issue the necessary instructions to the police to afford every assistance in their power to facilitate the march of the troops. The commanding officer will at the same time notify to the civil officers concerned the probable periods of arrival at rivers or nullahs intersecting the march, where boats or temporary bridges may be required for crossing the troops and the baggage attached to them.

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## I.—General Instructions.

16. In the Madras Presidency the following form of letter will be used on the occasions, subject to such alterations and additions as circumstances may render necessary :—

No.

(STATION AND DATE.)

From

THE OFFICER COMMANDING

\*

\*

\*

To

THE COLLECTOR OF \*

\*

\*

SIR,

I have the honor to inform you that the regiment (or wing or battery, &c.) under my command, strength as per margin, will march through your collectorate (or district, &c.) by the annexed route, and will be at each stage on or about the dates mentioned.

Be so good as to order the necessary supplies to be collected at the different stages. An indent for the articles that will probably be required daily, whilst in your collectorate, is enclosed. (For form, see Appendix No. XIa.)

I shall also feel obliged by your ordering boats to be ready at the \_\_\_\_\_ river on the morning of the \_\_\_\_\_ to cross the troops, followers and baggage.

Should cholera exist on the route, be so good as to give me early intimation with such suggestions for precautionary measures, or change of route, as your knowledge of the district may enable you to offer.

17. Whenever a civil officer, whether British or native, is deputed to accompany corps or detachments through the several districts along the line of march, commanding officers are required to bear in mind that though attached to the troops in a magisterial capacity, his presence does not relieve them of their responsibility for the discipline of their men and the protection of the people from exaction and outrage, which still remains single and absolute; and that they are bound to take all military precautions for the maintenance of order and the prevention of irregularities.

18. The civil officer is appointed for the purpose of adjudicating on the spot on disputes occurring between the soldiery and the people, and on the claims of cart-men or others, temporarily attached to the troops by civil authority, for discharge from their engagements and due satisfaction of their wages. The commanding officer should daily see the civil officer and ascertain the complaints made and the claims or disputes remaining unadjusted.

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## I.—General Instructions.

19. Commanding officers will report direct to the district civil authorities any instances of neglect or inattention on the part of the police or other local subordinates of the civil power; but they are not to interfere with them in the exercise of their duty, or to use any authority whatever over them. All reports of this kind are to be noted in the next movement report.

20. To prevent misunderstanding as to the extent to which the watch and ward of regimental camps devolves on the local police deputed to accompany troops on the march, the police officer in charge is required, under the police regulations, to present the officer in command of the troops with a printed copy of the rules in force in the province, defining the duties of the police on such occasions.

21. Civil and police authorities of districts through which troops may pass are requested to report to the next military station on their line of march any irregularities committed by the troops, such as maltreatment of villagers, assaulting the police, and other acts of misconduct which may call for punishment, in view to prompt inquiry being instituted on the troops arriving at the station, unless the case can be definitely settled on the spot, which is to be done in all cases, when it is possible, by the officer commanding the party.

22. Commanding officers will concert with the civil officers of the district and the civil officers on the spot for the closing by them, according to the regulations of the province, of all places of sale of spirituous liquors on, or adjacent to, the line of march whilst British troops are passing by, or are encamped in, the vicinity; they will also make any other arrangements at or near the camp ground for the prevention of the unauthorized sale of liquor to their men as may be considered necessary, posting a guard when deemed advisable. District civil officers will, on receiving intimation of the march of British troops, give due notice to the local native civil authorities.

## Duties on the line of March.

23. There are no occasions on which the discipline of a regiment becomes more conspicuous than upon the line of march, nor any on which the attention and vigilance of every officer in maintaining order and regularity are more especially requisite.

24. Officers commanding corps or detachments are to consider themselves responsible for the conduct of all under their command. They should be careful that the soldiers and camp-followers do not straggle from the line of march; and should use every means in their power to prevent the commission of excesses of any kind against the inhabitants of

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## I.—General Instructions.

the district through which the troops may pass, exacting the strictest attention from the officers and non-commissioned officers of all grades to the preservation of order and discipline.

25. Whenever an officer is proceeding through any part of the British territory or within the limits of a foreign state, either on the public service or on his private affairs, and may be in need of assistance to enable him or any detachment under his command to prosecute the journey, he should apply to the proper authorities; the seizure of articles of supply, or the impressment of men or carriage, by officers, soldiers, or their retainers being under all circumstances most strictly prohibited. He should consider it his paramount duty not only to refrain himself, but also to restrain those under his command from committing any irregularities, as the payment of hire or compensation will not justify the use of violence or other unauthorized measures, nor save him from the consequences of the breach of the regulations on this subject.

26.<sup>1</sup> All marches are to commence at as early an hour as the season of the year will admit of, with the view of avoiding all hurtful exposure to the sun or the weather. When troops are not in an enemy's country or a disturbed district, or in charge of prisoners or treasure, they should arrive at their first encamping ground soon after sunrise; and during each march frequent and periodical halts should be allowed of moderate duration. Troops marching under ordinary circumstances will halt on Sundays, or at least one day in seven. Should sickness or other circumstances render more halts necessary, commanding officers will use their discretion, reporting their reasons to the quartermaster general.

27. Advanced and rear-guards are always to be formed, and should be commanded by commissioned officers. The rear-guard will bring up any man who may have fallen out (if such soldier is unable to march, he is to be given in charge of a corporal or a steady man of the company to which he belongs), and all carriage that may have broken down or been otherwise retarded *en route*. The commander of the rear-guard is to make a report of all occurrences to the commanding officer at the end of the day's march.

28. The quarter-guard having charge of the prisoners should march close up in rear of the corps or detachment. The baggage-guard will be posted or distributed so as to ensure the most effectual protection of the baggage from theft or plunder. The men of the baggage-guard are never to put their arms on the carts, but are to march by the side of the carriage. When carts are not unloaded at night, they should be packed

<sup>1</sup> Rules for the issue of refreshment before proceeding on the march will be found in para. 981, Army Regulations, India, Volume II, Part I.

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## I.—General Instructions.

so as to occupy as little space as possible, and be placed under the charge of sentries. When reserve ammunition is carried by a regiment, a special guard must be told off for its protection; it will receive over charge of the ammunition after it is packed for the march, and deliver it over to the quarter-guard after arrival on the new ground.

29. It will be the duty of the quartermaster to precede the regiment in sufficient time to select and mark out the ground for encampment at the next stage, previous to the arrival of the regiment thereat. He will ascertain from the inhabitants, and report to the commanding officer, all necessary information regarding the next march, and he will make the necessary arrangement for the provision of carriage, supplies, and guides (paragraph 43).

30. The following arrangements are ordered with reference to the movement of the families of troops, British and Native :—

I.—Officers commanding regiments are allowed the discretion of sending the families in advance of the men in the afternoon, or of permitting them to follow the regiment; but the former course is to be preferred when it can be adopted without inconvenience.

II.—If the road is good, and the obstruction of rivers, &c., does not occur, the families may generally arrive on the ground soon after the regiment. When it is otherwise, it is better that the families should precede the men. But in either case the regimental artificers and a strong working party from the regiment, under a non-commissioned officer, should accompany the carts to assist them in case of need.

III.—The quartermaster of the regiment will mark out on the new ground a site for the families to leeward of the ground chosen for the camp of the men, and at some distance from it. Crowding of the carts should be prohibited, and the bullocks should be removed to the rear. No carts ought to be allowed to leave the camp during the night, as they create disturbance and obstruct the road for the regiment in the morning.

31. Officers commanding are required to adopt every means in their power to prevent injury being done to telegraph wires or posts by the soldiers and camp-followers under their command. They are also required to take measures for the prevention of injury to trees on roadsides or at encamping grounds, and of trespass on Government forest preserves or of damage to them.

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## I.—General Instructions.

32. Whenever troops in the Bengal or Bombay Presidency are specially provided with boats, temporary bridges, or other accommodation for the purpose of crossing rivers or nullahs on their route, the commanding officer will grant a certificate to the person furnishing the same, specifying the number of boats and men, the burden of each boat, and the period employed on the public service : when temporary bridges have been constructed for the above purpose, the certificate is to specify generally the dimensions of the bridges and the materials of which they are composed.

33. The certificate, accompanied by a detailed account of the expense incurred, will then be forwarded by the party receiving it to the civil officer of the district, who will communicate to the commanding officer the particulars of the account in view to obtaining his certificate that the services charged for in it were performed, or a statement of such exception as he may have to offer to any of the charges. The civil authorities who arrange for the services will pay the charge and adjust it by book debit to the Military Department for the Civil Accounts (see paragraph 35, clause 1).

34. Cultivated lands must not be occupied for the encampment of troops without absolute necessity. When crops are injured or destroyed from an unavoidable encroachment of a camp or by the march of troops, compensation is to be paid on the spot to the owner by an officer of the quartermaster general's department attached to the force, or, on occasions of the movement of single corps, by the quartermaster of the regiment. The compensation is to be paid in concert with the civil officer (British or Native) attached to the camp or in its vicinity. Such advances as may be required to meet the above object will be made by the commissariat officer or agent attached to the troops in camp, under the written authority of the commanding officer. A statement of all such payments, prepared according to the form given in Appendix I, and accompanied by the requisite receipts and vouchers and by a duly attested contingent bill, is to be sent to the general officer commanding, who will countersign and return it for transmission to the department by which the money was advanced.

The rules governing the assessment of, and payment for, damage done to crops by camps of exercise in the Punjab, North-Western Provinces, Oudh, Central Provinces and Mysore, are detailed in Appendix IA.

35. Charges for expenses connected with the march and encampment of troops within the Madras provinces, such as charges for boats, coolies, salaries for showing the road, &c., &c., will be adjusted under the following rules :—

I.—In cases of the above nature, the officers commanding are to address their applications for the requisite supplies or assist-



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ance to the collectors of the districts through which they pass, whose servants will be instructed to comply therewith. Commanding officers will grant certificates of the number of boats, coolies, &c., employed, specifying the period, numbers, and all requisite particulars, which documents are to accompany the collector's bills for adjustment in the transfer account of the Accountant General's Office.

II.—When claims for remuneration for injury to crops, or other charges, arise out of the encampment, &c., of troops, the extent or particulars of which may not be within the knowledge of commanding officers, their certificates are to be dispensed with, and the collector's bills passed on their own signature.

III.—With respect to charges incidental to the march of troops to which the above provisions may not be found applicable, the bills of commanding officers, verified in the manner prescribed for contingent charges, are to be transmitted to the quartermaster general of the Army with the necessary explanation (particularly regarding their not having obtained the required assistance from collectors), on receipt of which, if found unexceptionable, the quartermaster general is to affix his signature to the bills with the word "approved," which is to authorize their discharge.

36. In all cases where it is necessary to construct rafts for the passage of troops, the workmanship thereof is to be carefully inspected and tested before the troops are placed upon them.

37. Timely notice to officers commanding at intermediate stations through which corps or detachments may have to pass in progress to their ultimate destinations, is invariably to be given of the several wants, such as pay, carriage, establishments, &c., which will be required to be supplied on arrival, in order that the necessary arrangements may be made beforehand, and the detention of corps and detachments on this account obviated.

38. Troops are not to march through capitals or considerable towns, if it can be avoided without material inconvenience or delay.

39. No corps or detachments are to encamp within the bounds of a foreign settlement without special orders from army head-quarters; and, whenever practicable, a detour is to be made in preference to passing through its limits.

40. Officers commanding corps or detachments who may find it necessary to march through a European foreign settlement will make a previous official communication, in proper terms, to the governor or chief

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authority, stating the date on, or route by, which they wish to proceed; and they will refrain from entering the territory until permission is accorded.

41. On passing through foreign territory the commanding officer will be careful to prevent straggling, and to keep the whole of the troops under his own observation and that of his officers; the camp-followers being united, as far as possible, in one body on the flank or in rear of the column. The troops on all such occasions are to be kept under the strictest discipline: no inhabitant of such settlements is to be molested in any way or on any pretext, and the commanding and other officers will be held responsible for the conduct of all under their command, collectively and individually.

42. Officers commanding corps or detachments or in charge of convoys of stores, who may experience delay or difficulties from the state of the roads, or the want of supplies, or of boats or ferries, should report the circumstance as directed in para. 19.

43. Guides and messengers will, when necessary, be provided by the officer of the quartermaster general's department attached to the division, district, or force. When there is no such officer present, they may be hired under the orders of the commanding officer, and on his responsibility that the circumstances warrant the expense thereby caused.

44. When village guides may be required, application is to be made for them to the headman of the place. The number demanded is to be restricted as much as possible, and the men are not to be required to carry any burthens. Whenever guides are employed with troops, they are to be paid at the rate of one pice or three pies per mile, should there be no local rate of a different amount.

45. Charges on account of torchmen, torches, or oil for torches, for troops on the line of march will not be admitted.

But in the Madras Presidency such charges are admissible on contingent bills to be prepared by the civil authorities and sent to the Accountant General for adjustment.

46. Officers commanding regiments and detachments on the march are required to pay particular attention to the comforts and wants of their sick, especially in providing them with straw for bedding; they are to satisfy themselves that the hospital tents are always furnished with a sufficient number of pins to ensure their being well pitched and close to the ground, so as to prevent as much as possible the exposure of the sick to cold and draughts; and further that the doolies in use are provided with suitable waterproof covers, and that the other authorized conveyances of the sick are such as to secure their necessary ease and comfort on the march.

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47. The daily issue of 6 lbs. of straw as bedding is sanctioned for each British soldier when on the line of march. Straw is also allowed to the families of British soldiers for use in tents when marching at the daily rate of 6 lbs. per woman and 3 lbs. per child not in arms; but this supply will only be made on its being certified that the tents allotted to the soldiers' families are used by them for sleeping in. Requisitions for straw for use in the tents of British troops and their families on the line of march should be made daily on the Commissariat Department in the same manner as for rations and other supplies. For such of the sick as have not doolies to sleep in, an allowance of 12 lbs. of straw for every adult and 6 lbs. for every child not in arms is authorized.

48. In the Bengal and Bombay Presidencies, when the ground is unavoidably damp, the commanding officer is permitted to issue an extra quantity of straw on the medical officer's certifying that he considers it necessary.

49. The provision of straw at the expense of the State is not authorized for native troops in camp or on the line of march in the Bengal and Bombay Presidencies, neither is the issue of it to native regimental hospitals allowed as a public charge. The cost of such supplies is, in the case of infantry regiments, to be paid out of the monthly allowance sanctioned for such contingencies by paragraph 2 of clause 25, India Army Circulars of 1880. In native cavalry regiments the cost is defrayed by the regiment. The supply of straw for carts for the sick devolves on the Commissariat Department.

50. Detachments of native troops proceeding along routes where tehsildars are stationed, are to be warned that these have instructions, as deputy magistrates, to investigate all complaints which may be preferred against travellers; and that they must be particular in abstaining from the commission of any irregularities against the villagers or others.

51. They must also be instructed that they are not entitled to the gratuitous services of *buttiars* in the serais, but must pay the same as other travellers for any accommodation they may require.

52. Detachments of native troops after completing a journey on duty by water are invariably to be ordered to return to their station by route march, if practicable, unless otherwise required by the exigencies of the service.

## Conservancy and Sanitation.

53. The quartermaster is responsible for the regularity of the encampment generally, that the strictest attention is paid to order and

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cleanliness in the camp, and that the regulations regarding conservancy and sanitary matters are obeyed.

54. Immediately on arrival at an encamping ground, the quartermaster or other responsible officer will ascertain from the local native functionaries whether water has recently been drawn from the wells (*vide* paragraph 13), and if it is in a fit state for drinking and other purposes; if unfit, effectual measures must at once be adopted for rendering it so before being used by the troops.

The water vessel furnished with a zinc cover, issued with each European private's tent, will be used for holding drinking water only.

55. On all occasions of encampment of British troops, or native corps with permanent establishments, latrines are to be dug by the regimental sweepers and bildars one hundred and twenty yards from the flanks of the camp and in echelon with them, and never on any account either directly in front or rear of the camp; they should be so placed that the prevailing winds will not carry the effluvia to the camp. There are to be two of these latrines (a third being added for the women when there are any in camp), each measuring two feet wide by two feet deep and fifty feet in length,—one to be used by the camp-followers, and the other by the troops. For native regiments not having permanent establishments, a piece of ground in the vicinity is to be allotted for the use of the men and camp-followers. When practicable the trench system is invariably to be used, or arrangements made to admit of the ordure being buried: the defilement of the ground on all sides of the camp is to be strictly prohibited. On no consideration whatever is any ground to be taken up for latrine purposes which is in such proximity to wells as to make percolation to the water possible.

56. The position of trenches should be indicated by a flag, and their construction superintended by the regimental quartermaster. When half full of night soil the trenches are to be filled up with dry earth and fresh trenches dug out for use.

57. In the case of standing camps, the latrines are to be made in the most convenient situations; fresh trenches will be dug daily parallel to those in use on the previous day, which will be filled in with earth as the new ones are completed, attention being paid to the cleanliness and salubrity of the camp.

58. The latrines and trenches are to be thoroughly filled in by the regimental sweepers and bildars before the rear-guard leaves the ground. The officer on duty with the rear-guard will report to the commanding officer that this duty has been done.

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59. Whenever a regiment remains more than one night in camp, regular kitchens should be constructed, and one or more pits dug, into which all refuse is to be thrown. All refuse must be removed from camp daily, and either be sold, buried, or burnt.

60. On the breaking up of a camp, the commanding officer will place himself in direct communication with the tehsildar or responsible local functionary to arrange for effectual measures being adopted by the native local authorities for thoroughly sweeping and cleaning the whole of the ground occupied, and for burning or removing to a distance all collections of stable litter or refuse which may not have been previously burned or buried, so as to make the ground perfectly fit for re-occupation by any troops marching by the same route.

61. To admit of a free circulation of air throughout the tents the kunnats or walls of the soldiers' tents in a standing camp should be raised from the ground and fastened to the fly ropes, every third day, weather permitting, for four hours in the morning, when the men's kits will be packed and the bedding hung out on the tent ropes to air.

62. Officers are strictly enjoined never, under any circumstances, to encamp upon ground where cholera has shown itself in a preceding corps or detachment.

63. Should there be any cause to apprehend an outbreak of cholera in a corps on the line of march, orders should be issued and enforced for a thorough washing of all the clothes and for the complete purification of the carts and the matting which forms the hood of the carts. The water used for this purpose should not be taken from wells used for drinking purposes. The sick families should be separated from the healthy, and in standing camps the tents moved from time to time.

64. Should cholera attack a corps while on the line of march, it is desirable that a divergence from the road of four or five miles should be made at right angles to the prevailing wind or track of the disease, if supplies can be obtained on the new route.

65. Under such circumstances, elevated and dry situations sufficiently removed from a village or town and from the influence of swamps or pools of stagnant water should be selected for encamping grounds. No further communication should be allowed with a town or village than may be absolutely necessary for the supply of provisions.

66. Should cholera continue long in a corps on the line of march, commanding officers are authorized to break up the corps into small parties, marching at intervals. The number of separate camps must depend upon the number of medical officers available for duty.

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67. In cases where the violence of the disease may render the measure necessary, officers will halt altogether on any eligible spot within reach, or merely move their camp for change of air and clean encamping ground, until it may appear advisable to move on. Whenever practicable, the corps should be broken up into as many parties as can be properly provided with medical aid, and separate encampments formed one or two miles apart, measures being taken to prevent communication between them.

68. In order to maintain men and families in health, they should be encouraged to eat heartily and to bring to speedy notice any attacks of diarrhoea or any premonitory symptoms of cholera, however slight. On no account should unripe fruit or other sources of disease be brought into camp.

69. Particular care must be taken to prevent the men exposing themselves to the night air by sleeping outside their tents, and those on night duty should be ordered to wear their great-coats, or serge clothing, according to the season of the year.

70. In the event of a case of infectious disease showing itself among the troops or being found to exist at any station or halting-place *en route*, immediate intimation should be given to the general officer commanding the district in which the disease may have appeared, who will issue orders, should any appear necessary, for the detention and segregation of the whole or a portion of the party, and communicate by telegraph to the presidency army head-quarters the action taken.

71. On the outbreak of any severe epidemic or other sickness among troops on the line of march, officers commanding will make daily reports by telegraph when possible to the officer in charge of the quartermaster general's office, Simla, or to army head-quarters, Madras or Bombay, as the case may be. These reports will be in addition to the regular progress reports, and will be continued as long as the sickness lasts. Europeans and natives are to be separately shown in them, and the names of all European officers who may be attacked or who may die are to be reported.

## II.—Reports.

72. The British officer commanding any body of troops under orders of movement will, on the day of quitting the military station, standing camp, or camp of exercise from which originally starting, send a departure report (Appendix II) to—

(a) the staff officer of the place;

(b) the officer in charge, quartermaster general's office, Simla, or to army head-quarters, Madras and Bombay, as the case may be.

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73. He will on the day of arrival at a military station, standing camp or camp of exercise, send an arrival report (Appendix III) to—

(a) the staff officer of the place;  
and on arrival at his *final* destination, he will send a report in the same form to—

(b) the officer in charge, quartermaster general's office, Simla, or to army head-quarters, Madras and Bombay, as the case may be.

74. When the troops are moving through a military station, &c., merely making the halt of the day of arrival, one report only (Appendix III) instead of the two above noted, giving the information contained in the arrival and departure reports, will be sent to the staff officer of the place.

75. Officers are also required to notify their approach, and to report their arrival at and departure from all stations occupied by the Nizam's troops under the command of European officers.

76. A progress report (Appendix III for Bengal and Bombay and Appendix III (a) for Madras) will also be furnished every Monday to the officer in charge of the Quarter Master General's Office, Simla, or to Army Head Quarters, Madras and Bombay, as the case may be, to be despatched from the station or encamping ground at which the corps or detachment may arrive or be halting on that day.

77. Intimation (Form F, Appendix XVII) of the probable date of arrival at an intermediate station through which troops have to pass *en route*, as also at the place of destination, will invariably be sent by the officer commanding the corps or detachment to the staff officer at the place, so as to be received by him two clear days before the troops arrive. In the event of the journey being so rapid, as in the case of short trips by rail, or when the military stations, standing camps, &c., are so close to one another that a report sent on the day of departure cannot be received at the forward station two clear days before the troops would arrive, intimation of the intended date of arrival must be sent sufficiently early to ensure the station authorities receiving two days' notice. Should it be necessary to alter the intended date of arrival, owing to the troops not being able to march on account of rain, or from any other cause, intimation of the same must be sent without delay to the forward station.

78. These arrival and departure reports will be considered as independent of the notices, returns, or indents required by regulations in regard to the provision of rail or boat transport, or of commissariat or other supplies, *vide* paragraph 263, section II. They are not required in addition to the rest camp arrival and departure reports provided for in paragraph 226, section 2, nor in addition to the reports of movements made during an epidemic on account of sickness.

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## II.—Reports.

79. Staff officers are to notify to the next military station the date of departure and of probable arrival of all bodies of troops, and such probable date of arrival will be published in the orders of the brigade or station at which the notification is received.

80. The officer commanding a station or standing camp, &c., will, immediately on receipt of any arrival or departure report or of a report of intended arrival, notify the same to the officer of the quartermaster general's department of the district, for the information of the officer commanding. Officers commanding districts will communicate to the officer commanding the next district dates of departure from, and of probable arrival at, head-quarters stations of commands of all bodies of troops moving; and the general officer commanding the district from which the troops originally proceeded will inform the general officer of the district in which their ultimate destination is situated of dates of departure and probable arrival at destination, a present state being at the same time sent.

81. The officer who orders a movement will send a copy of his order to the general of the district of destination, who will, in communication with the general officer commanding the district from which the movement emanates, arrange for the reception of the troops on entering his command.

82. Native officers or non-commissioned officers commanding a body of troops under order of movement will report arrival and departure personally to all station staff officers on the road. Despatching officers and staff officers receiving reports will make the prescribed written arrival and departure reports for them.

83. Reports of the dates on which corps or detachments commence and conclude a march are to be transmitted direct to the Controller of Military Accounts for communication to the Examiners concerned, and to the Superintendent, Army Clothing. Official notice of the dates of arrival at stations *en route* is to be transmitted from corps to the pay offices with which they are connected.

84. All officers, military or medical, who are directed to join any regiment or detachment, are to report their progress to the officer commanding the corps or detachment to which they are proceeding; and from these reports the necessary entry regarding their progress will be made in the monthly returns. The same rule is to be observed by officers in progress to join departments to which they may be appointed.

85. Warrant and non-commissioned officers and soldiers in like manner are to report their progress for the information of the officer under whose orders they may be placed; and the officers from whom they receive



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instructions, consequent on their removal to a new sphere of duty, will be careful to make them acquainted with the regulations on this subject.

86. Any neglect on the part of officers in command of troops in making arrival and departure reports to the authorities of stations through which they may pass is to be reported to army head-quarters, as a failure to do so causes the greatest inconvenience to public business.

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## Bengal and Bombay.

87. When a corps or detachment is ordered to march, the officer commanding will, as soon as possible after receipt of the order, cause requisitions *in duplicate* on Bengal Form No. 678  
Bombay Form No. 214 for the carriage and establishments required for public purposes, according to the scale given in Appendix IV to be prepared and furnished to the commissariat officer<sup>1</sup> with such information as to the period and direction of movement as he may have it in his power to afford, and with an intimation of the precise date on which the carriage will be required. The carriage and establishments required for hospital tents will be indented for by the quartermaster through the officer commanding the regiment or detachment ordered to march, who should also cause the medical officer to furnish his requisitions, for the carriage required for hospital purposes, to the Commissariat Department through the administrative medical officer.

In the Punjab, separate indents in duplicate for private carriage should also be forwarded with the indents for public carriage.

88. When carriage is required for the transport of the baggage of troops from a railway station to an adjacent rest-camp or rest-house, the submission of regular requisitions as required by the foregoing paragraph is unnecessary. In such cases it will be sufficient for the receiving staff officer to forward to the executive commissariat officer a memorandum of the number of troops expected, on receipt of which the commissariat officer will supply the necessary carriage, and the officer commanding the troops will certify that it has been provided. Carriage will only be provided *at the public expense* for baggage, the free transport of which by railway is authorized; that required for excess baggage must be paid for. In the case of invalids or small parties travelling with families, coolies will be supplied for the transport of their baggage.

89. Carriage will be supplied for personal conveyance and carts for conveyance of baggage of families of European soldiers to and from the

<sup>1</sup> In the Bombay Presidency these requisitions are to be submitted to the assistant quartermaster general of the division or district for scrutiny.

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barracks at Colaba and Poona, and the railway stations in Bombay and Poona. When suitable Government carriage cannot be furnished, hack shigrams or buggies should be hired for their personal conveyance.

90. Requisitions for public carriage or conveyance required for the movement of troops in large or small detachments, or for individuals authorized to travel at the public expense, are invariably to be made in the first instance on the Commissariat Department, instead of calling on that department to pay the charge for such carriage supplied by other agency; and it is only on that department representing its inability to meet such requisitions, or other urgent causes preventing this course being adopted, that other arrangements are to be made, when an immediate reference is to be submitted to the Commissariat Department.

91. Whenever carriage is engaged to any place, half the hire must be paid in advance; and commanding officers will be held responsible that reasonable advances are made to the owners or drivers during the march, should a relief be unexpectedly protracted.

92. In the event of troops passing the British frontier without having been able to effect a relief of carriage or cattle, it will be the duty of the commanding officer, from time to time, to regulate the hire in as equitable a manner as possible, in communication with the commissariat officer and with due reference to the prices of fodder and grain and to other local considerations.

93. When officers are supplied with hired carriage by the Commissariat Department for their private use, they are required to pay the rates laid down for such carriage by the commissariat officer, and to strictly comply with the rules in force in the department, a copy of which will be supplied by the Commissariat Department. The hire of the carriage will be recovered by deduction from the pay bills of the officers concerned.

94. The owners of hired camels provided through the Commissariat are not amenable to punishment as private servants. In the event of any serious misbehaviour on their part, the circumstances are to be reported to the officer commanding in camp, who will order such redress through the commissariat officer or agent, if present, as the occasion may appear to require.

95. In all cases, when carts are furnished to troops marching, or for any other public purpose, by the Commissariat Department, such carts shall, when practicable, be unloaded and set at liberty on the day of arrival at their destination, and be exempted from seizure or molestation thereafter, in order to admit of their returning home.

96. As a rule, the officers of the Commissariat Department are to supply all carriage needed by troops on the march, making their own ar-

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rangements if possible, but applying to the civil authorities for such assistance as they need. The following regulations are to be strictly adhered to, whenever it may be necessary to apply to the civil authorities for carriage :—

- (a) Commanding officers are required to comply with any special regulations for the supply and relief of carriage of the several provinces or districts in which the troops are about to move, and cause them to be strictly acted up to by all under their authority. These special regulations are detailed in Appendix V.
- (b) All requisitions on the civil authorities for carriage must be forwarded in writing. District officers are forbidden to supply carriage on verbal orders: in cases of emergency, when the applicant may not have the means at hand for preparing requisitions, they will furnish printed forms and the necessary writing materials.
- (c) Not less than fifteen days' notice (in districts where carriage is scarce a much longer notice is necessary) is to be given to the district officer or political agent of the quantity and description of carriage required, and whenever it is known that carts are obtainable with great difficulty or not procurable, the requisitions should show the number of camels that will be required in lieu. The requisitions should be accompanied by a copy of the route enumerating the halting-places; and an intimation of the *precise* date on which carriage will be required should also be forwarded with them.
- (d) The requisition for the carriage required for that portion of the men's baggage for the conveyance of which Government is responsible, must be invariably distinct from the requisition for the carriage required for the rest of the men's baggage and for that of the officers. Each requisition must state distinctly whether the charges for the carriage demanded will be paid by the State or by the troops themselves, so that there may be no question as to the quarter from which payment is to be claimed.
- (e) The district officer shall make arrangements for the supply of carriage with chowdries or contractors, who shall be responsible for its proper quality, and for the good conduct of the parties in charge of it. The chowdries should not be allowed to use badges or other signs of office, or to seize carriage: they should be, as much as possible, the representa-

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tive men of the classes who nominate them, and interference in their nomination or deposition should be avoided as much as possible.

- (f) The district officer shall also arrange for the relief of the carriage at the stages ordered in the carriage rules of the province, or at stations determined on at the time of engagement; and he will forward the requisition or a copy of it to the civil officer of the district at the next station, to enable him to make such timely preparations as will prevent delay or impediment to the public service. He will also inform the officer making the demand that such has been done; but failing the receipt of such intimation, the latter should satisfy himself on the point, by application to the civil officer previous to marching. Except in cases of emergency, such as the breaking down of carriage, the death of cattle, &c., carriage is not to be exchanged except at the regular stations; but this rule is not intended to prohibit the discharge of carriage at any intermediate point with the consent of the owner.
- (g) Carriage is to be hired to a convenient stage in the adjoining district, beyond which it is not to be taken without the written consent of the owners, unless the civil officer of that district shall certify that a relief cannot be furnished.
- (h) The local Governments will fix the rates of hire, back hire, demurrage, chowdries' fees, &c., to be allowed in each district for the different kinds of carriage procurable there; and a district officer, when making over carriage to the commanding officer, is to be careful to deliver to him in writing a full statement of the above particulars, and of the weight to be carried by each cart, boat or beast. Should this information not be received, commanding officers must apply for it, in order that no misunderstanding may exist on these very important points.
- (i) When necessary, the district officer is to advance half the hire on engaging the carriage. The commanding officer of the troops is responsible that this is repaid to the civil officer, and that the full balance is discharged in due course.

97. The commissariat will make any advance required by the owners or drivers of carriage procured by that department for the public and private use of officers and troops, will repay any advances made by civil officers, and settle all claims on account of public carriage supplied.

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for the use of regiments of British cavalry, and infantry, and batteries of royal artillery.

98. Commanding officers are responsible that the carriage is not overladen, that the beasts are not over-driven, that the cartmen and parties in charge are properly treated; and are further enjoined to take measures which will prevent the ill-treatment of baggage animals, when such are made over for the carriage of regiments, as in cases of deaths resulting from injuries inflicted by soldiers or regimental followers, Government will not bear the cost of compensation to the owners.

99. Whenever there may not be a commissariat officer in camp, quartermasters of corps are required to collect and inspect the whole of the public cattle at least once in each week, and to communicate to the nearest commissariat officer the names of any of the attendants who appear to neglect their duty.

100. Officers commanding corps, to which elephants are attached on a march, will be held strictly responsible that they are not employed for the carriage of mess-tents or any private property or for any other purpose than that for which furnished; and they will consider it their particular duty to see that no addition is ever made to the regulated load of these animals. The spare elephants supplied to troops are on no account to carry a load of any sort or description, public or private, sick men or the like, until required to replace other animals which have become injured, ill or unserviceable, on the line of march.

101. When elephants are attached to troops on the line of march, one or more steady non-commissioned officers are to be employed to superintend the loading and unloading, to accompany them on the march, and to prevent their being maltreated.

102. Whenever any of the public cattle attached to corps on a march become unserviceable from sickness or other causes, the Commissariat Department will take measures for having them exchanged.

103. Public cattle are not to be employed for private purposes, under any pretence whatever.

104. All beasts of burden carrying public stores which have to be conveyed across rivers in ferry boats are invariably to be unladen before they enter the boats, and every precaution taken for the safe stowage and transport of the stores.

105. If the commanding officer has any complaint to make regarding the carriage, or the behaviour of the men in charge, he should address the district officer of the first station that he reaches, who will afford every legal redress in his power: on the other hand, district officers are responsible to Government that the local carriage rules are fairly adhered to.

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and, if they fail in inducing adherence to them, they should at once report the matter for the orders of superior authority.

106. On the occasion of the discharge or exchange of carriage, the commanding officer should require the certificate of the quartermaster that every cart and camel-man and cooly has been duly paid up in full. This certificate should then at once be communicated to the civil authority, British or Native, accompanying the troops, who should be requested to verify its correctness by appeal to the parties paid, and then to append his countersignature as a voucher: such certificates should be in duplicate, one copy being retained by the regiment, and the other sent to the civil officer of the district concerned.

107. In a detachment which has no quartermaster, the commanding officer should himself perform the duty of having the cartmen and others paid in his presence: the certificates being signed by himself, and witnessed by an officer or non-commissioned officer. Where there is no civil officer the commissariat agent should be present at the payment and sign the certificate.

108. A passport (*purwannah*) in English and the vernacular, signed and sealed by the district officer, is to be given to each person in charge of carriage. The carriage protected by this document, shall not be liable to seizure on the way home for the use of troops unless they are marching in the direction of the owner's house.

109. The following table shows the utmost weight of baggage which each class and description of troops is permitted to carry on a march, and for which carriage will be furnished on requisition on the responsibility of the authorities, civil and military. On occasions of troops proceeding on service into the hills or beyond the frontier, special orders will in each case be issued regarding the amount of baggage and camp equipage to be taken by the several ranks:—

RANK, &c.	Service equipment, exclusive of camp equipage, for inland active service which officers provide from their tentage, and which they are required at all times to maintain ready to take the field at an hour's notice.	On occasions of ordinary movement, or on relief, at the expense of officers and others, not including weight of tents, which are either carried free by Government, or for which carriage is kept up by officers out of their tentage.	
		lbs	Maunds.
(a) General officers commanding forces . .		<i>Discretional.</i>	<i>Discretional.</i>
(a) Ditto ditto divisions . .		720	80
(a) Ditto ditto brigades . .		640	65

(a) See note (a) on page 23.

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RANK, &c.	Service equipment, exclusive of camp equipage, for inland active service which officers provide from their tentage, and which they are required at all times to maintain ready to take the field at an hour's notice.	On occasions of ordinary movement or on relief, at the expense of officers and others, not including weight of tents, which are either carried free by Government, or for which carriage is kept up by officers out of their tentage.
	<b>lbs</b>	<b>Maunds.</b>
(a) Colonels . . . . .	560 }	
(a) Lieut.-colonels and majors in command . . . . .	480 }	45
(a) Majors not in command . . . . .	480	25
(a) Captains in command . . . . .	400	25
(a) Captains not in command . . . . .	400	15
(a) Subalterns . . . . .	320	10
Departmental warrant officers . . . . .	160	5
School-masters or school-mistresses, married or unmarried, when moving with or without troops . . . . .	...	(b)
Departmental non-commissioned officers and men (commissariat, ordnance, &c.) . . . . .	160	5
Non-commissioned officers, rank and file, of British troops . . . . .	40(d)	(c)
Native commissioned officers . . . . .	160	5(e)

(a) Including departmental officers, honorary commissioned officers, senior apothecaries and others according to relative rank. Deputy Assistant Commissioners not holding honorary commissions are entitled to the scale allowed for subalterns.

(b) School-masters and school-mistresses are allowed carriage for baggage at the public expense according to the following scale, which includes professional books:—

	School-masters.		School-mistresses.	
	Mds.	Seers.	Mds.	Seers.
Married or unmarried, when moving with troops . . . . .	4	8		
„ without troops, if accompanied by wife . . . . .	8	0	...	...
„ „ not so accompanied . . . . .	6	0	...	...
„ „ school-mistress . . . . .				
„ „ moving without troops . . . . .	...	...	6	...
Unmarried without troops . . . . .	4	8	4	8

(c) These ranks are allowed carriage at the public expense at the rate of  $2\frac{1}{4}$  maunds or half camel-load for regimental and battery sergeant-majors, quartermaster-sergeants, bandmaster sergeants, and sergeant instructors of musketry and fencing of all arms, and farrier quartermaster sergeants; also to orderly room clerks and paymaster sergeants after six years' service in these ranks. Other non-commissioned officers and men of horse and field artillery, 18 seers each, or 11 men per camel; cavalry  $17\frac{1}{2}$  seers each or 12 men per camel; if dismounted, one maund each or five men per camel; gunners of field artillery, 29 seers each, or seven men per camel; garrison artillery and infantry 33 seers each, or six men per camel.

(d) Carriage is allowed in proportion of eight men per camel.

(e) The scale of carriage here laid down for native commissioned and non-commissioned officers and men, respectively, applies to regiments entitled to marching batta. In other regiments, carriage at the public expense is supplied according to the following scale:—

Commissioned officers, including carriage for tent . . . . .	200 seers.
Non-commissioned officers . . . . .	45 „
Drummers or buglers and sepoy . . . . .	30 „

When proceeding on field service, carriage will be supplied at the public expense to regiments not drawing marching batta on the following scale:—

Commissioned officers . . . . .	30 seers.
Non-commissioned officers . . . . .	15 „
Buglers, drummers, naicks and sepoy . . . . .	$7\frac{1}{2}$ „

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RANK, &c.		Service equipment, exclusive of camp equipage, for inland active service which officers provide from their tentage, and which they are required at all times to maintain ready to take the field at an hour's notice.	On occasions of ordinary movement, or on relief, at the expense of officers and others, not including weight of tents, which are either carried free by Government, or for which carriage is kept up by officers out of their tentage.
		lbs.	Maunds.
Hospital assistants . . . . .		160	2½(f)
Havildars and passed native medical pupils . . . . .		40	1 (e)
Naicks . . . . .		20	½(e)
Drummers, or buglers and sepoy's . . . . .		20	...
European, Eurasian, and native clerks . . . . .		160	36
Band property . . . . .		...	18
Orderly room . . . . .		320	5
Quartermaster's office . . . . .		...	10
Paymaster's office . . . . .		640	18
Armourer's tools . . . . .	{ British regiments	160	18
Treasure chest, British regiments . . . . .	{ Native "	...	18
<i>Messes.</i>		Maunds.	
Regiment of British Cavalry or Infantry . . . . .	{ Officers	24	170
	{ Sergeants	8	10
Wing of British Cavalry or Infantry with head-quarters . . . . .	{ Officers	17	140
	{ Sergeants	5	8
Wing of British Cavalry or Infantry without head-quarters . . . . .	{ Officers	13	90
	{ Sergeants	4	5
Troops of British Cavalry . . . . .			
Company of Royal Engineers or Sappers and Miners . . . . .	{ Officers	4	70
	{ Sergeants	2	5
Company of British Infantry . . . . .			
Battery of Royal Artillery . . . . .	{ Officers	6	70
	{ Sergeants	4	5
Regiment of Native Cavalry or Infantry . . . . .	{ Officers	16	70
Wing of Native Cavalry or Infantry . . . . .	{ Do.	10	50

(e) The scale of carriage here laid down for native commissioned and non-commissioned officers and men, respectively, applies to regiments entitled to marching batta. In other regiments, carriage at the public expense is supplied according to the following scale:—

Commissioned officers, including carriage for tent	200 seers.
Non-commissioned officers	45 "
Drummers or buglers and sepoy	30 "

When proceeding on field service, carriage will be supplied at the public expense to regiments not drawing marching batta on the following scale:—

Commissioned officers	30 seers.
Non-commissioned officers	15 "
Buglers, drummers, naicks and sepoy	7 1/2 "
Hospital assistants	30 "

(f) This is applicable to hospital assistants drawing marching batta. When carriage at the public expense is supplied, 1½ maunds are allowed.



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RANK, &c.	Service equipment, exclusive of camp equipage, for inland active service which officers provide from their tentage, and which they are required at all times to maintain ready to take the field at an hour's notice.	On occasions of ordinary movement, or on relief, at the expense of officers and others, not including weight of tents, which are either carried free by Government, or for which carriage is kept up by officers out of their tentage.
	Maunds.	Maunds.
<i>Bazars.</i>		
Per troop or company of British or Native Cavalry, Infantry, Sappers or Garrison Battery of Artillery . . . . .	...	5
Battery Horse Artillery . . . . .	...	10
Do. Field do. . . . .	...	7
Do. Native do. . . . .	...	10

110. Officers or soldiers who may require additional carriage at the period of a general relief, for the transport of their baggage or families, are invariably to make their own arrangements, in which they will be aided by cantonment magistrates, whose duty it is to facilitate the movements of troops and of individuals by furnishing carriage at as low a rate as may be consistent with justice to the owners.

111. Requisitions for carriage for baggage of native troops, to whom batta is passed when on the march, are not to be made for any detachments under the strength of a company, as on account of such detachments it is presumed no difficulty can be experienced in obtaining carriage. In the case of troops who do not receive batta when on the march, carriage on the scale laid down is to be demanded from the Commissariat Department, who will either supply public carriage or entertain private carriage, as may be considered most advantageous to the State.

112. Carriage of any description employed for purposes connected with the public works is as liable to be pressed for the use of troops as carriage employed by private individuals.

113. On occasions of British non-commissioned officers or soldiers being selected for staff employ, detached on duty, or transferred to other regiments, when it is necessary for them to march, carriage for the regulated camp equipage and baggage is to be furnished by the commissariat, under the orders of officers commanding stations, to enable them to reach their destinations.

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114. When the cost of carriage to native commissioned and non-commissioned officers and rank and file of the Bombay army marching with their corps in relief, or on duty, exceeds half the marching batta drawn by each rank, the difference between it and the expense actually incurred in the conveyance of the regulated amount of baggage will be paid by the State.

115. Orders directing the supply of any description of extra carriage either for troops or the use of the sick accompanied by explanations by the departmental authority, are to be submitted for the sanction of Government, direct to the Examiner of Commissariat Accounts in the Bengal Presidency, and to the Controller of Military Accounts in the Bombay Presidency. Quartermaster General in the Madras Presidency.

## Carriage for the Sick in the Bengal Presidency.

116. On the march of British corps or detachments accompanied by the sick, or of parties of convalescents proceeding to or returning from hill depôts, extra carriage for the sick to the extent certified to be necessary by the medical officer in charge under the countersignature of the deputy surgeon-general, should there be one on the spot, or otherwise of the senior medical officer in the station shall, provided the officer commanding the station agrees in deeming it necessary, be supplied by the Commissariat Department under a station order. If on the line of march the number of sick should necessitate the employment of more carriage, the commanding officer of the corps, detachment, or party may, on the official representation of the necessity by the medical officer in charge, direct the commissariat agent to supply what is required (paragraph 119).

117. In addition to the authorized number of doolies, every native regiment, moving in course of relief, or on any other ordinary occasion, will march from cantonments with one or more country carts, as may be necessary, for the conveyance of eight or ten sick men, and should the number of sick increase, carriage to the extent necessary for conveying five men per troop or company may be employed under the orders of commanding officers of corps. A large up-country cart will contain from eight to ten men, but the number of carts required must be determined by the size and capacity of those procurable, each to be provided with the usual grass covering and with straw for bedding (paragraph 49). Should a larger proportion of carriage be rendered indispensable by extraordinary circumstances, commanding officers will employ such further number of carts as may from time to time be necessary; but all orders for carriage beyond that for five men per troop or company must be forwarded for confirmation.

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118. When, however, the number of sick unable to march with a native corps moving in course of relief, or on any other ordinary occasion, exceeds the established means of conveyance, the commanding officer is to make application to leave them at the nearest civil or military station for medical treatment, in charge of a steady native commissioned or non-commissioned officer, until they recover sufficiently to follow the corps.

119. Orders directing the provision of extra carriage for the sick must in all cases be accompanied by a certificate from the medical officer in charge stating the number of men for whom carriage is required, the description of carriage required for each individual, and detailing fully the causes which render them unable to travel to their destination.

120. Carriage at Government expense will be provided on the line of march as required for the arms of sick men of European regiments, and of native regiments (see statements A, B, and D, Appendix IV), and also for the arms of men on furlough from native infantry and cavalry regiments, such necessary carriage will be taken into pay and discharged on the same dates as other extra carriage required on the movements of troops.

121. Carriage in excess of the scale allowed for British and native corps may be supplied at the public expense on the authority of a station order, when the prescribed number of arm chests is insufficient to carry the arms of men sick or absent on furlough.

There is no distinction between batta and non-batta drawing regiments to payment by the State of carriage on the line of march for the arms of men sick or absent on furlough.

## Carriage for the Sick in the Bombay Presidency.

122. Families of soldiers accompanying detachments proceeding to sanitarium, and families of convalescents on similar occasions, are allowed the same amount of carriage only as if marching with their corps, *viz.*, one 2-bullock cart between two families and under the same conditions (paragraph 139).

123. The following scale of carriage will be provided, on requisition by the Commissariat Department, for British soldiers and their families and sick men proceeding to hill stations to which no cart roads exist:—

For	Description of carriage.	REMARKS.
Men's baggage . . .	1 mule or pony for 2 men's baggage, or 4 coolies.	At one maund per man.
<i>Families.</i>		
1 woman, 1 child under 4 years	1 chair, 6 coolies . . .	} Exclusive of baggage allowed on railway, 1½ mds. for 1 woman, and ¼ md. for each child.
1 child of or above 12 years	1 „ 4 „ . . .	
2 children between 8 and 12 years . . .	1 „ 4 „ . . .	
3 children under 8 years .	1 „ 4 „ . . .	

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For	Description of carriage.	REMARKS.
<i>Sick men.</i>		
Bad cases . . . .	Dooly and 8 bearers . . . .	The description and quantity of this carriage to be applied for by the medical officer in charge Not inclusive of 1 maund per man for baggage.
Other cases . . . .	1 chair with cover, 6 coolies . . . .	
Ditto . . . .	1 chair 4 coolies . . . .	
Ditto . . . .	Mules or ponies for those not requiring the above.	
Stores . . . .	Mules, ponies, or coolies discretionary.	

124. Public carriage should always be used, when available, for the purposes for which it is adapted, and the weight allowed for each description of carriage, public or hired, is as follows :—

2½ maunds to 1 mule or bullock.  
2       "       to 1 pony.  
½ maund to 1 cooly.

125. Sick carriage will be provided for the use of troops on the line of march in the Bombay Presidency in the following proportion :—

(a) *On field service.*

(b) *On ordinary marches.*—One dooly with six bearers (inclusive of permanent establishment of corps) to every 50 British non-commissioned rank and file, and one dooly with six bearers to every 500 native commissioned and non-commissioned rank and file.

(c) In addition to the above proportion of doolies, spring sick carts, with four bullocks each are allowed as follows :—

For British troops. { Field service . . . . 1 For every 160 men.  
                          { Ordinary marches . . . . 1       "       500       "  
For Native troops. . . . . 1       "       500       "

These carts are of two descriptions,—one intended to convey four men each on seats, or two men lying down on straw or mattress at bottom ; the other conveying two additional men seated in front, and are to be made use of for men who are unable to march, but not ill enough to require doolies, either on the line of march, or in the transport of sick from one station to another ; and generally in lieu of doolies in all cases when the medical authorities may consider the former unnecessary.

(d) An additional cart or dooly will be furnished whenever there are more than half the number of men entitled to carts or doolies by the foregoing rule.

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126. When opportunities occur of transporting sick troops by water, that mode is to be adopted.

127. Doolies in the field and on the march are only allowed for men severely wounded, or for very bad cases of disease.

128. One head and two 2nd muccadums are allowed for every hundred bearers marching.

129. Dooly-bearers, together with all other sanctioned carriage (except spring carts) for the conveyance of sick and hospital stores, are provided by the Commissariat Department on requisitions in triplicate (Appendix VI) signed by the surgeon and commanding officers of the regiment or detachment and station, and countersigned by the deputy surgeon-general.

130. In preparing these requisitions, medical officers will be careful to distinguish the carriage for the sick from that required for the conveyance of hospital stores, and also to show the regulated number of dooly-bearers. The three copies of the requisition, signed by the commanding as well as the medical officer, are to be sent by the latter to the deputy surgeon-general of the district, who, after countersignature, will return two copies to the officer making the requisition—one for transmission to the quartermaster general's department, the other for the commissariat officer furnishing the carriage. The third copy will be retained by the deputy surgeon-general for record in his office.

## Extra Carriage, Bombay Presidency.

131. The following are the rules on the subject of extra carriage in the Bombay Presidency, and the Examiner of Commissariat Accounts is authorized to pass all charges for extra carriage properly prepared and supported by vouchers, without requiring the authority of a general order:—

- (a) When an officer commanding a body of troops requires extra carriage, that is, carriage not specially provided for by regulations, for the conveyance of the sick or stores, he should, if a commissariat officer or agent be near, procure it by requisition (Appendix VII) on such officer. In the case of extra stores, special sanction should be applied for, corps being restricted to the sanctioned scale of carriage.
- (b) Whenever extra carriage is required for the sick or for hospital stores, requisitions, in triplicate, on the Commissariat Department (Appendix VIII), signed by the commanding and medical officer, are to be forwarded to the deputy surgeon-

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general of the district, who, after countersignature in token of his approval of the same, will return two copies to the officer making the requisition, retaining the third for record. The officer making the requisition will then forward one copy to the commanding officer for transmission to the officer of the quartermaster general's department attached to the command, and the original to the commissariat officer by whom the carriage has been supplied.

- (c) When the extra carriage is for stores, the commanding officer will, in like manner, frame requisitions for the same and send them direct to the commissariat officer.
- (d) Requisitions for extra carriage for sick must be accompanied by certificates (Appendix IX) from the medical officer in charge, detailing the causes that render the individuals unable to travel.
- (e) Requisitions for extra carriage for the arms and accoutrements of men sick and absent on furlough, &c., are to be accompanied by returns of the number of men whose arms, &c., have to be carried, and of the arms, &c., so carried, specifying the particular cause which renders it necessary to carry them.
- (f) Requisitions for extra carriage for regimental or hospital stores are to be accompanied by a list of such stores.
- (g) The description of extra carriage employed, whether hamals, coolies (head or bamboo), camels, ponies, bullocks, or carts with two, four, or six bullocks, as the case may be, with the dates of entertainment and discharge, and whether hired for the trip or for any shorter period, must be specified in the review certificate (Appendix X) which is to accompany the requisition.
- (h) When no commissariat officer or agent is at hand, the commanding officer will make the best arrangements in his power to procure the necessary carriage, and charge for it by a contingent bill preferred on the commissariat officer of the district in which he is marching.
- (i) Charges for extra carriage should be preferred immediately on the termination of the march during which it has been engaged. Whenever any delay occurs in this particular, explanation of the cause thereof must accompany the charge, without which it will be rejected.

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Carriage, Madras Presidency.<sup>1</sup>

132. Whenever a corps or detachment may be warned for movement in the Madras Presidency, it will be the duty of the commanding officer to ascertain that all practicable means are used by the several ranks under his command to provide themselves with the necessary carriage. When regimental arrangements cannot be made, application must first be made to the Commissariat Department, and if that is not successful, then to the civil authorities.

133. In the event of the aid of the commissariat or the civil authorities being found necessary, the commanding officer having ascertained the exact number of carts, &c, which will be required and which it will be his duty to restrict as much as practicable, will make the necessary application, always giving, unless absolutely impracticable, at least fifteen days' notice, and specifying the date on which the carriage will be required, which will be the second day previous to that fixed for the march. On receiving intimation from the commissariat or the civil authority that any of the carts required are ready, the commanding officer will make arrangements for their being inspected and taken over, if found suitable, for the purpose required.

134. The commanding officer will be furnished with a register of the carts in the subjoined form, in which he will cause to be entered the names of the individuals by whom they have been engaged, for his guidance in the final adjustment of the hire:—

## FORM.

REGISTER OF CARTS provided by the Magistrate of Bellary for the use of the—Regiment for its march from Bellary to—.

Number.	Number of carts delivered on each date.	Name and village of the cart-owners.	Name and village of the driver sent by the cart-owners, when different from the owner.	Name of the person by whom hired.	Date on which the carts were made over to regiment.	ESTIMATED VALUE OF THE CARTS AND BULLOCKS.			REMARKS. In which the commanding officer is requested to enter any note he may have to make respecting the carts.
						Carts.	Bullocks.	TOTAL.	
1	2	3	4	5	6	7	8	9	10
1						R	R	R	
2									
3									
4									
5									
&c.									
	20								

N. B.—Each cart-owner has received an advance of R.—a.—p.—, and will have to receive at the end of the march R.—a.—p.—.

Note.—This register will be made both in English and the native language, and duplicate of each sent to the commanding officer of the regiment, who will return one copy to the magistrate at the end of the march.

The purport of making an entry of the estimated value of the carts and bullocks is that it may be known beforehand what their value is; and then if any claim to compensation hereafter arise, justice may be done to the claimant.

<sup>1</sup> For carriage allowed for the sick in the Madras Presidency, see Appendix IV, Statement C.

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135. The commanding officer is responsible that the owners or drivers of carts, &c., employed by the corps are in no way ill-treated by either officers or men, and that the carts and bullocks are not overloaded, the cart load never being allowed to exceed 800lb., including all persons habitually carried on it, and that of a bullock 123lb.

136. All officers commanding corps or detachments, as also all officers not commanding or proceeding with a corps or detachment, who may be provided by any servant of the Government with bearers, coolies, boatmen, carts or bullocks, or any necessary supplies of provision or other articles, shall, in the first instance, pay the prices demanded for the hire of such bearers, coolies, &c., or for the value of the articles so furnished, notwithstanding any cause for complaint against the public servant, which, whether for overcharge or neglect of duty, &c., or any other ground they are to prefer immediately to the zillah magistrate. If, after his decision, further reference should be necessary, representation of the case should be submitted for the information of Government through the usual and regular channel.

137. No demand for coolies, carts, or cattle is to be made at any intermediate village, except in the event of unforeseen accidents on the road, such as the death or desertion of coolies or casualties among cattle, when the commanding officer will make the requisite demands to the headman of the place in communication with the revenue servant accompanying the troops. Commanding officers must, in such cases, pay a proper consideration to the means and resources of the village, and enforce in the strictest manner an adequate remuneration to the people employed on their requisition. The commanding officer of a corps or detachment is the only person entitled to correspond or communicate with the civil authorities on the points above stated.

138. On the termination of the march, the commanding officer is required to adopt measures for the immediate payment of the balance of hire. To facilitate this, he is authorized to draw, on his receipt and responsibility, a sum sufficient to meet all demands for carriage supplied to the corps on the march. When Native troops move in relief by route march and their families actually accompany them, or are permitted by the Commander-in-Chief to proceed by rail or other mode of conveyance at their own expense, the difference between the old and present rates of cart hire is paid by Government for the distance marched by the troops.

139. The regimental cart funds will be available to assist men of native regiments in meeting expenses of cart hire when moving in relief, &c.

140. Under the hutting rules, the value of huts advanced by Government to a regiment about to march is available to assist the men in pay-



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ing for their carriage, and can be added to the cart fund, in whole or in part, at the discretion of the commandant.

141. On the occasion of a regiment embarking for foreign service, the money will be available for the carriage of the families, to their homes, and in the event of the railway or any other mode of conveyance being used, the money will be equally available. The employment of the cart fund for any purposes, even temporary, other than those above specified, is forbidden. All subsidiary rules and minor details connected with the cart fund will be provided for under regimental arrangements and orders. The funds will invariably be closed and adjusted with the men on the arrival of the corps at its new station.

142. Officers of the quartermaster general's department attached to the commands are directed, under the authority of officers commanding, to ascertain from commandants of corps or detachments about to be put in movement, as soon as the day of march is fixed, whether any further pay will be required before arrival at their ultimate destination: if required, they will communicate with the paymaster in whose range such pay will have to be drawn.

143. Advances from the local revenue treasuries are authorized to be made to troops ordered to march on emergent occasions, on the application and responsibility of officers commanding regiments.

144. Whenever any emergent demands are made on the commissariat for sick carriage when troops are marching, the officer making the demand, if beyond the frontiers, shall immediately transmit direct to the office of the quartermaster general a duplicate of that demand with a full explanation of the circumstances which led to it. The duplicate, if the necessity of the demand is conceded, will be countersigned by the quartermaster general, returned to the transmitting officer and forwarded by him to the officer of the commissariat who may have complied with the original demand, or whose servants may have compiled with it. The duplicate will be forwarded through the office of the quartermaster general's department if the carriage is required for any place within the divisions of the army. In cases of extraordinary sickness, officers commanding corps and detachments are authorized to demand from collectors or the Commissariat Department such number of country cots as may be absolutely necessary.

**General Rules applicable to the three Presidencies.**

145. In the conveyance of British families on the line of march, or when moving into camp on account of sickness, carriage at the public expense is authorized to the extent allowed in para. 469, section IV.

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146. Regimental necessities will be forwarded, on arrival in India, to regimental or battery head-quarters at the public expense by the most suitable mode of conveyance available. On the march, carriage for them will be provided to the extent required. (See explanatory notes to Statement A, Appendix IV.)

147. When a corps is ordered on active service, only such articles of regimental necessities as the commanding officers may consider absolutely necessary will accompany it, the bulk of the stock being left with the spare clothing and other regimental stores under charge of the officer commanding the *depôt* of the regiment, or whoever may be specially nominated to such charge.

148. Cost of carriage of materials for the repairs of interchangeable and trade-made arms is borne by the State. When it is necessary to send an armourer sergeant to inspect the rifles of a detachment, he is not to take his forge with him; but when such small tools as he may require are not with the detachment, or cannot be obtained from another corps or Government establishment at the out-station, carriage for them may be ordered.

149. The tools of regimental workshops which can be conveniently moved, such as those belonging to the trades of shoe-makers, watch-makers, book-binders and others, at the discretion of commanding officers, are to be carried at the public expense with regiments when they move from station to station, the regimental authorities arranging for their transport when the usual requisition for public carriage is made. The heavy tools supplied by Government are to be returned into the Executive Engineer's stores.

150. Carriage of the library property and of the canteen property of a regiment on the line of march, must be paid for by the canteen funds.

151. The following are the general rules on the subject of demurrage (*vide* para. 96 (h) ) :—

- (a) If an indent is for a greater quantity of carriage than is ultimately required, demurrage must be paid at full rates for every day, or part of the day, that the carriage has been detained.
- (b) Demurrage is due for the period which may intervene between the date of the engagement of the carriage and the march of the troops.

NOTE.—In order to remove any misconception which may exist regarding the liability of officers and men for payment of demurrage under the operation of the above paragraph, 151, on carriage obtained on indent for the conveyance of the public and private baggage of troops on the line of march, it is notified for general information that demurrage is only chargeable to officers and men for carriage entertained for conveyance of baggage, which may be in excess of the amount allowed for each rank as "Service Equipment," and detailed in paragraphs 109 and 103. All other charges on account of demurrage for the public and private baggage detailed under head of Service Equipment are paid by the State. Demurrage for private carriage on ordinary movement scale is paid for privately.

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- (c) The State only pays demurrage for all public carriage and also for the private carriage required for the amount of baggage authorized as "Service Equipment" in the table given at paragraph 109.
- (d) When the Commissariat Department is required to furnish carriage for baggage, commissariat officers will keep the commanding officer fully informed of the probable amount of demurrage for which the corps or detachment will be liable; but no error of estimate of demurrage will affect the liability of the troops for the whole demurrage that may become due by them.
- (e) When it is necessary for a commissariat officer, owing to local difficulties, to engage carriage before it is actually required, in order that the opportunity of providing it may not be lost, the carriage is to be at once made over to the indenting officer, who will be informed by the commissariat officer of the date of its engagement and of the cause of its being thus early supplied; and the indenting officer, in giving his acknowledgment for the carriage, is required to state whether or not he concurs in the commissariat officer's explanation of the necessity for engaging the carriage beforehand: the intimation of the date of hire of the carriage, with the indenting officer's approval of the measure, being in all practicable cases made on the indent.
- (f) When under similar circumstances it may be necessary for a commissariat officer to engage carriage from a distance or from the adjacent country, he will present a certificate for the signature of the officer commanding the station to the effect that the necessity for so obtaining the carriage had been explained to his satisfaction.
- (g) No charges shall be made for demurrage if the carriage or cattle supplied on indent is declared unserviceable by a committee of officers.

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152. On receiving the route by which a corps or detachment is to move, the commanding officer will, without unnecessary delay, communicate to the civil or political authorities of the districts to be traversed the date on which the corps or detachment will arrive at each of the stages on the road, noticing the places at which it will halt

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for one or more days : *at least a fortnight's notice should, if possible, be given in each case.*

153. Should any unexpected difficulties or subsequent orders cause a change in the date fixed for the arrival of the corps or detachment at any of the stages, early notice of the same is to be communicated to the civil authorities concerned, in order that the necessary instructions may be given to the native civil officers respecting the provision of supplies at the proper time.

154. If supplies have been collected agreeably to the route furnished by the commanding officer of a corps or detachment to the civil authorities, and any loss arises owing to a deviation from the route, the commanding officer will be made responsible for such loss, unless the urgency of the deviation is proved to the satisfaction of Government.

155. The communication (paragraph 152) to the civil authority concerned is to be accompanied by a requisition (Appendix XI) ; but requisitions for supplies for British troops on a march are not to be made without its being first ascertained by commanding officers from the executive commissariat officer equipping the troops, or from the victualing gomashta with them, that none of the articles demanded are to be supplied by contract.

156. The supplies enumerated in the requisition are the *only* articles which civil officers will be expected to provide. It will therefore be the duty of commanding officers to make such arrangements as may appear necessary to enable the regimental bazaars to furnish all other articles such as tobacco, goor, &c., that may be required for the comfort of the men, and of which a sufficient stock can always be laid in at the larger cities or stations on the route. Whenever the quantity of firewood demanded cannot be supplied, '*opla*' will be provided as a substitute.

157. The scale laid down is to be considered as the maximum, and not a fixed scale, and must never therefore be exceeded : *and the supplies to be demanded are to be strictly limited to the quantity and articles actually required and which are certain to be taken by the troops :* should more be demanded than is necessary the officer preferring the requisition will be held responsible for any loss that may accrue to the suppliers. In preparing the requisition the number of men and cattle of each description actually present is to be correctly enumerated, and the quantity of grain required for the daily consumption of private cattle should also be ascertained.

158. The commissariat agent proceeding with the public cattle attached to a corps or detachment should be prohibited from demand-

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ing a larger supply of grain than is actually required, and should be warned against exacting any *dustoorie*, or receiving any description of perquisite. The price-current furnished to him should state at foot the description and quantity of grain he may have purchased.

159. If the quantity of supplies furnished is found to exceed what is required for daily consumption, revised requisitions are to be sent to the civil authorities concerned. This rule is to be most particularly attended to by commanding officers in order to protect the contractors from loss.

160. On the line of march the supply of rations is generally entrusted to a native agent, styled a victualling *gomashta*, who is appointed by the executive commissariat officer to accompany the troops. The commanding officer is required to give the agent all necessary assistance by protecting him from maltreatment, causing his vouchers to be duly filled up and signed, the daily requisitions to be furnished to him, permitting him to lodge the public money in his possession under charge of the quarter or other available guard, and furnishing him with authenticated extracts of all orders previous to their being complied with. *Vide* para. 263, sec. II.

161. To enable the Commissariat Department to bring the exact quantity of rations to the ground, instead of an extra supply to meet unexpected demands, requisitions for the rations required for each day are to be sent in to executive commissariat officers by 2 o'clock P. M. on the previous day. *Vide* para. 263, sec. II.

162. Commanding officers of regiments and detachments under orders to march are to give previous intimation to the Commissariat Department of the quantity of rum that will be required on the road, malt liquor not being allowed on the march. The cost of carriage on the march will be borne by the Commissariat Department.

163. An advance of R200 may be made by paymasters to commanding officers on the commencement of a march to enable them to furnish funds for the wholesale purchase of the firewood, &c., to be recovered by the retail sale, the advance being readjusted at the close of the march in the usual manner.

164. Every encouragement is to be given to the people of the country to supply the camp bazaar, and any soldier using them ill or attempting to defraud them is to be instantly confined and punished.

165. The civil authorities will invariably depute a functionary of respectability to meet a regiment or detachment the day before it enters the districts under their charge. This individual, who is always to be treated with proper consideration, will wait upon the commanding officer, receive his instructions, and precede the corps daily, to ensure the supplies being in readiness, and to satisfy himself that they are of good quality.

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166. To ensure the prompt adjustment of demands connected with supplies furnished to corps and detachments on the march, the civil functionary in attendance is to have all the accounts ready for adjustment by 4 o'clock in the afternoon of each day, and submitted to the quartermaster in time to enable him to report such adjustment to the commanding officer by sunset, so that sufficient time may be afforded for the investigation of all disputed claims.

167. When all the demands have been satisfied, the civil functionary in attendance must give an acknowledgment to the commanding officer that all the demands of the day have been settled; and when, from any particular circumstance, the demands have not been adjusted, a statement to that effect, specifying the amount and the nature of the demand, must be given by the commanding officer, on which is to be distinctly stated the proper officer to whom the document should be forwarded for adjustment.

168. Officers and others who may require sheep, fowls, kids, milk, eggs or other articles not specified in the form of the requisition are not to employ soldiers or lascars in procuring them, but must send their servants into the neighbouring villages with money for their purchase. The civil functionary who attends the corps or detachment will be able to give information where such articles are likely to be obtained, but is in no case to interfere by his authority in procuring them. This rule applies with equal force to officers of the Commissariat Department collecting supplies, and also to officers travelling with escorts; the latter should apply to the nearest local police officers by whom every assistance consistent with the regulations of Government will be afforded.

169. The *russul* guard of native troops is to be commanded by a native officer, who should be selected for the duty with reference to his temper, discretion, and other obviously necessary qualifications; and in addition to receiving full instructions for his conduct, should be warned that if any of the party under his command misconduct themselves by taking without payment firewood, grain, &c., he will be held responsible for their behaviour.

170. It will be this native officer's duty to prevent any disturbances taking place in the villages in which the supplies are collected, and to afford every protection in his power to the people bringing them. In the Bengal Presidency he will receive the firewood, earthen-pots, forage and straw, duly paying for the articles on delivery. The carriage for them to the camp will be furnished by the civil functionary, when they will be made over to the chowdry of the bazaar, or other persons who may be entrusted with the duty of retailing them to the officers and men: any por-

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tion of these articles which may remain unsold at the time of closing the bazaar, being returned to the parties from whom they were received in the morning at the price then fixed for them.

171. In the case of detachments, or where burdasht-khanas or extemporized bazaars or store houses (which are only provided for encamping grounds on much used lines of road, where there is no large town or sudder bazaar close at hand) have been established along a line of road, russud guards are not to be employed, but in lieu thereof, an intelligent non-commissioned officer is to be sent on in advance daily, to give notice of the approach of the troops, and to see that the requisite supplies are in readiness for the troops when they arrive.

172. On the march of a corps or detachment, the quartermaster, as well as the British (or native) officer of the day, is to be directed to visit the bazaar daily to see that no just cause of complaint exists on the part of the contractors or others attending with supplies.

173. In the event of an unfavourable report being made of the supplies furnished, it will be the duty of commanding officers not to be solely guided by the report of the chowdry or russud guard, but to order a thorough investigation by a committee of officers in British corps, or of native officers, superintended by an experienced British officer, in native corps, a copy of whose report should be forwarded for the information of the civil officer of the district. The examination of the supplies should not be confined to a sample, but extended to the whole quantity furnished.

174. To prevent the necessity of future complaint or reference to the civil or military authorities of the district, the revenue and police officers, and even the villagers residing in the vicinity of the camp, should have ready access, in order that commanding officers may have early information of any occurrence deserving their attention. The officer on duty should be held responsible for the enforcement of this order, and should be instructed to bring any individual into camp who may wish to prefer a complaint.

175. When marching along lines of roads where burdasht-khanas have been established, it will be the duty of commanding officers to give a guard for the support and protection of the different contractors appointed by Government, who will supply all regimental bazaars wholesale in the usual manner; small detachments, however, or individuals proceeding on duty or leave, will be supplied direct from the burdasht-khanas themselves.

176. In order to prevent as far as possible any imposition being practised on the troops, the commanding officer should apply to the civil

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officer of the district for a price-current, in the vernacular and English, of all articles of fixed value; of those of fluctuating price duplicate copies of the price-current will be furnished, one of which is to be signed by the commanding officer and to be sent by him by post to the civil officer of the district, with an intimation of any disposition, when such appears, to impose inferior articles or improper prices on the men.

177. The civil authorities are relieved from all responsibility connected with supplies of troops encamped in military cantonments where sutler or station bazaars exist, and the duty of providing such supplies devolve on the officers in charge of such bazaars to whom commanding officers of corps and detachments will submit their requisitions.

178. All British commissioned officers when on service in the field, or *en route* with any portion of their corps from one station to another, are entitled, *in case of actual necessity when other sources of supply fail*, to draw daily rations from the Commissariat Department at the rate of one ration for each officer: the cost of the ration is fixed at 8 annas per ration, inclusive of all contingent charges, but exclusive of the cost of rum, which is to be charged for separately. Commanding officers are held responsible that officers settle for rations, &c., on the claims being presented by the commissariat officer. The amounts of such claims should be credited to Government in pay lists and general states or by deduction from pay bills of the officers concerned.

## Madras.

179. Commanding officers will be guided by the following rules for furnishing supplies to troops when marching within the territories of the Madras Presidency:—

I.—On the receipt of intimation from the quartermaster general's department of the route of troops about to march through a district, the collector and magistrate should immediately give notice to the tahsildars of the talook through which they will pass, informing them of the expected number of troops, of British officers, and of camp-followers, of the stages at which they will halt in each talook and the probable date of arrival.

II.—The tahsildars should be directed to send immediately to the huzoor treasury for money for the purpose of purchasing such specific quantity of supplies as may be directed. It is believed that the following will generally be found sufficient



## Marches.

## IV.—Supplies.

for an infantry regiment; when smaller detachments move of course less in proportion will be required :—

									R	a.	p.
Paddy, straw . . . . .	.	.	.	.	.	.	.	.	5	0	0
Raggy, do. . . . .	.	.	.	.	.	.	.	.	8	0	0
Grass . . . . .	.	.	.	.	.	.	.	.	5	0	0
Firewood . . . . .	.	.	.	.	.	.	.	.	10	0	0
Pots . . . . .	.	.	.	.	.	.	.	.	4	0	0
Tent pegs . . . . .	.	.	.	.	.	.	.	.	1	0	0
1st sort sheep 5, at 1 rupee each . . . . .	.	.	.	.	.	.	.	.	5	0	0
2nd do. 10, „ 12 annas „ . . . . .	.	.	.	.	.	.	.	.	7	8	0
1st sort fowls 20, „ 2 „ „ . . . . .	.	.	.	.	.	.	.	.	2	8	0
2nd do. 30, „ 1 anna „ . . . . .	.	.	.	.	.	.	.	.	1	14	0
									49	14	0

III.—Tahsildars should be directed to depute their peshkar or the karkoon of the division, assisted by two intelligent peons, to purchase, and have ready by a certain date at each stage, the supplies required.

IV.—The supplies should be directed to be purchased, as far as possible, at the neighbouring weekly shandies or markets to which produce of every description is generally brought for sale, but when it may not be possible to procure the whole that may be required in this way, the rest should be purchased from the people voluntarily, and on no account collected by contribution.

V.—In every instance, whether the supplies are bought at the weekly markets or from the villages, payments must be immediately made and a receipt taken, which receipt should be forwarded as vouchers to the huzoor along with the detailed account of purchases and sales.

VI.—Payment for supplies should on no account be made to the head inhabitant or curnum of the village for distribution to the individuals furnishing them, but should always be made direct to the owners.

VII.—When a regiment or large body of troops is passing through a district, the tahsildars should be directed, if possible, to accompany them through their respective talooks, or if in any instance unavoidably prevented, the peshkar or talook sheristadar should be deputed to this duty. They should be ready to obtain more supplies, if what had been already collected should be insufficient, and to afford any assistance that may be required.

VIII.—On the arrival of troops at each stage, the tahsildar should cause the peshkar, karkoon, or other respectable revenue

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## Marches.

## IV.—Supplies.

officer, assisted by two intelligent peons, to issue the supplies to them as they may be required, carefully receiving payment for everything. Any articles that may remain undisposed of should be immediately afterwards sold by outcry; and an account of particulars of the purchases, the sales to the troops, and what is realized for the remaining articles, should be transmitted to huzoor within five days after the troops shall have passed through the talook.

IX.—Tahsildars should be distinctly informed that neither coolies, pots, fire-sticks, tent pegs, nor any articles whatever (although hitherto customary) are in future to be given without payment.

X.—Tahsildars should be directed to comply with any requisition for coolies, receiving, however, in the first instance, the hire of the men at the regulated rate.

XI.—In every case when the number of the troops is larger than the ordinary bazaars can supply, or when the bazaars are distant from the line of march, supplies should be purchased and conveyed to the halting-places at Government expense, the owners receiving payment when the purchase is made, and not being required to quit their residences. The supplies should, on the arrival of the troops or their advance guard, be made over at once to some officer of the corps appointed for that purpose by the commanding officer, whose duty it should be to arrange for their distribution and payment, the magistrate's subordinates having simply to provide the articles previously demanded: articles not bought by regiment might be made over to the magistrate for resale by auction, and the loss borne by Government.

Commanding officers should, however, act with the greatest caution in indenting for supplies, for they will personally be held responsible should heavy loss accrue to Government through indenting for excessive quantities.

In case of loss arising owing to a deviation from this route, commanding officers will be made responsible for such loss, unless the urgency of the deviation is proved to the satisfaction of Government.

XII.—Tahsildars should also be directed to give timely intimation to all the villages in the vicinity of each stage, of the day on which the troops will be at that stage, and to invite and encourage the inhabitants to bring in their supplies

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## Sec. I.

## V.—Customs and Tolls.

of every description for sale, the same as at the weekly market, assuring them that nothing will be taken from them and no oppression be permitted to be practised towards them.

180. On the occasion of the movement of a British corps, or detachment, the commissariat will make all arrangements for victualling the men during the march, and will provide the necessary establishment of servants for procuring and issuing the supplies, but the cooking of the rations will be effected under regimental arrangements.

181. In addition to the authorized establishment of commissariat servants for parties of various strength, a European warrant or non-commissioned officer will, whenever practicable, accompany a British corps when on the line of march: he will supervise the general duties of the commissariat servants and will be furnished with a paper of instructions for his guidance. In the absence of a warrant or non-commissioned officer, these instructions, slightly modified, will be given to the purveyor, and a copy of them will in all cases be forwarded for the information of the officer commanding the corps or party in movement.

182. When the warrant or non-commissioned officer or purveyor who accompanies the troops is called upon by the commanding officer to issue articles which are not sanctioned by regulation, he should point out that such authorized extra issues must be provided for by regimental arrangements and on payment: they cannot be admitted as a charge against Government.

183. On the line of march when families cannot procure supplies, they may draw rations on prompt payment and on the responsibility of the officer making the demand.

## V.—Customs and Tolls.

184. Whenever an officer is desirous to secure the free transit through a foreign territory of property belonging *bond fide* to himself or to the Government, which may be passing from one part of the British provinces to another, he is to apply to the officer commanding the station nearest to the place whence the articles are despatched, or to which they are proceeding for a pass, to be drawn out in English and the vernacular, as follows:—

Be it known to all thanadars, tahsildars, custom-house officers and other agents of Government, British or foreign:—

Since the articles enumerated below, being the property of \_\_\_\_\_, are being conveyed from \_\_\_\_\_ to \_\_\_\_\_ in charge of \_\_\_\_\_, it is requested that they may be allowed to pass without hindrance, or demand of duties of any kind, and that such assistance as may be necessary may be rendered to the persons in charge of them.

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## V.—Customs and Tolls.

## DETAIL OF ARTICLES.

<i>Specification.</i>	<i>Quantity.</i>	<i>Mode of conveyance.</i>
		<i>(Signature of commanding officer).</i>

185. In the Bengal Presidency the only exemptions from the payment of tolls are made in favour of troops and military stores and equipages on their march, and of police officers on duty, or of persons or property in their custody; also of all Government officials who may have received a personal exemption under the direct orders of the local Government.

186. In the Bombay Presidency the following exemptions, as far as regards troops, are made from demands an account of tolls :—<sup>1</sup>

- (a) Military officers and camp-followers, carts, cattle, &c., when moving under the orders of competent military authority.
- (b) Grass-cutters attached to cavalry or artillery regiments.
- (c) Carts containing public treasure, with their escorts and baggage.
- (d) Carts actually employed in the conveyance of materials for the construction or repair of public works constructed or maintained by imperial, provincial or local funds.
- (e) Peons of all departments wearing their belts.

187. When a toll is passed by carts hired for use on the public service in cases other than those referred to in clauses (c) and (d) of the preceding paragraph, the toll is to be paid and the sum recovered in a contingent bill. In the case of military officers not in uniform, drivers with or without Government cattle, and followers who may not be known to the toll clerks, they should be furnished with a certificate in the following form, in the language of the district, signed by the commanding officer or staff officer of the station whence the men or articles are proceeding :—

“Certified that the bearer (name) with followers, carts, or other equipages (or cattle) conveying baggage (or stores) proceeding to (as the case may be) the property of (name), is entitled to pass all tolls free of charge on presenting this certificate.”

188. The following are the rules regarding the levy of octroi on Government stores passing a municipal barrier in the Bombay Presidency :—

- (a) Goods, the property in which is vested in Government at the time they pass the barrier, shall pass free if accompanied by an invoice with the endorsement of the proper Government officer certifying that they are the property of Government.

<sup>1</sup> Attention is invited to para. 143, Army Act, 1881, and it is to be understood that exemption from payment of tolls and ferries can only be claimed for regulation quantity of baggage, number of chargers, &c.

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## V.—Customs and Tolls.

- (b) Goods, the property in which is not vested in Government at the time they pass the barrier, but which being imported with a view to the fulfilment of a Government contract, will, in the ordinary course of things, become the property of Government after importation, shall, on passing the barrier, be declared as intended for the use of Government, *e.g.*, in fulfilment of a certain (specified) contract. The duty on them shall then be paid, and subsequently, if they actually do become the property of Government, the duty shall be refunded on a certificate to that effect by the departmental officers concerned.

189. Officials not exempted from payment of tolls either under the Act or the special authority of the local Government when travelling on duty will, notwithstanding, be expected to pay all the usual tolls in cash ; and such payments may be adjusted in their personal or departmental contingent bills, when sufficient authority exists for the charge being debited to Government.

190. All persons making use of dâk bungalows, including soldiers on duty, are required to pay the usual dâk bungalow fees. The amount so paid may, however, be recovered in a contingent bill and be repaid to the soldier.

191. The following description of boats are exempted from the payment of river and canal tolls :—

- I.—Boats laden with Government stores, on the production by the person in charge of a certificate in the following form, signed by the officer under whose orders they were despatched :—

“Certified that boats laden with military stores, together with spare boats, have been this day despatched by me, in charge of \_\_\_\_\_, and consigned to \_\_\_\_\_.”  
(Signature of the commissariat, ordnance, or other officer.)

- II.—The boats of officers proceeding with troops ; boats employed in the transport of troops, their military and bazaar stores, and for the accommodation of their camp-followers.

192. Commanding officers of troops proceeding by water will furnish the collector of tolls with an authenticated abstract of the number and description of boats actually in use with their corps or detachments, in order to their due exemption.

193. When parties of sepoys on duty pass ferries which may be farmed out to individuals in the Bombay Presidency, a certificate of the number passed from the commissioned or non-commissioned officer in charge shall be sufficient authority to ensure the disbursement of the charge thus incurred, and it is to be presented to the nearest collector for payment.

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194. On all occasions of the issue of routes to officers commanding corps or detachments proceeding across the salt customs boundary line, a copy of the following extracts from the Inland Customs Rules will be furnished for guidance by the officer issuing the route :—

- (a) No person shall himself pass, or shall transport any article, or conduct any animal, vehicle or vessel across the customs line, except at such points as may from time to time be determined by the Commissioner of Inland Customs.
- (b) A customs post, established at any point of the line declared open for the passage of any dutiable article, is called a “trade post.”
- (c) All persons and things crossing or being taken across the customs line may be searched by, or by order of, any customs officer on duty.
- (d) Whenever it is necessary to cause a woman to be searched, the search shall be conducted with strict regard to the habits and customs of the country.
- (e) When anything is seized and detained under the Act or the rules made under the Act, it shall not be released until all duty, penalties and charges due on account thereof have been paid by the owner to the inland customs officer who is in possession of such thing.
- (f) If the thing is reported for confiscation, it shall not be released unless orders for the release are received from competent authority.
- (g) If an animal is so seized and detained, the owner shall provide for its due care and keep, in default of which the animal may be sold to defray charges.
- (h) If orders are received from competent authority for the release of anything seized and detained, and no duty or penalty is payable in respect of such thing, it shall at once be given up to the owner or his agent on his paying all charges incurred.

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Transport of Troops—by Railway.

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## SECTION II.—TRANSPORT OF TROOPS—BY RAILWAY.

I.—Preliminary Arrangements.

II.—General Arrangements for entering  
Trains.

III.—Baggage and Camp Equipage.

IV.—Servants, Establishments, and  
Chargers.

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I.—Preliminary Arrangements.

195. All general arrangements for the conveyance of troops proceeding by railway will be made by the quartermaster general's department and an officer of that department, or a staff officer of the station, must be present when any number of troops exceeding fifty are to be despatched. Arrangements for the movement of small bodies of troops will be made by brigade majors and station staff officers.

196. Troops will ordinarily travel by the shortest route. When more routes than one are available, Despatching Officers will note on warrants the routes for which they are issued.

General officers commanding districts are to report to army headquarters immediately any new line or extension of an existing line of railway is opened for traffic within their commands showing the extent to which such new line or extension is available for the conveyance of troops, &c., and giving any other useful information, for notification to all despatching officers in other commands.

Such new line or extension will, if shorter and cheaper than old lines of communication by rail or road, be at once used for officers and all individual parties of soldiers and others not dependent on rest camps.

They will similarly be used for all parties of troops if they afford through communication, and existing rest camps can be utilized as convenient halting places. Where these rest camps cannot be so utilized, general officers through whose commands such lines run, will report to army headquarters on the advantages of using such lines for all troops, convenient halting places for the establishment of rest camps, comparative cost, &c.

197. Under clauses 8 and  $\frac{1}{2}$  of the contracts between the Secretary of State and the Guaranteed Railways, the companies are bound to convey, at such times and at such rates of speed, and between such places, and with such conveniences and accommodations as Government may require, troops and all other persons on duty to whom the Army

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Act or Indian Articles of War are applicable, and all artisans on the business of Government on the following conditions :—

- (a) Officers and persons of similar stations in life in 1st class carriages at 2nd class fares.
- (b) Troops and European artisans in 2nd class carriages at the lowest fares.
- (c) All other persons to whom the Army Act or Indian Articles of War may apply, at the lowest fares.
- (d) Two tons of baggage for every 100 men, which may be taken as equivalent to 20 seers for each man free of charge.
- (e) All general stores belonging to Government, and all guns, ammunition, horses and other animals used for military purposes, and all military stores, carriages, wagons, camp equipment and equipments whatsoever at the lowest rate for the time being chargeable for the carriage of such animals, goods and merchandise.

(f) The Government troop traffic has priority over all other traffic.

198. The families of officers and all those persons accompanying troops who do not come under the Army Act or Indian Articles of War (except artisans and others specially provided for under the railway contracts) will be paid for at full ordinary tariff rates.

199. In all matters relating to the movement of troops by railway, the district traffic superintendents, or assistant traffic managers, should be addressed, as station masters have no power to act themselves.

In the Bombay Presidency, whenever troop extra trains are required, the general traffic manager, G. I. P. Railway, or the traffic manager, B., B. and C. I. Railway, as the case may be, must be addressed.

200. Each railway will be required to provide its own passenger carriages and brake-vans at the junction stations, or at the nearest rest camp to the junction. But hospital carriages, baggage wagons, horse boxes, ammunition wagons, and vehicles other than carriages and brake-vans will run through to destination; the Military Department to pay the excess mileage, demurrage, or penalty for wrong sending for carriages of one line taken on to another line in accordance with this rule.

Independently of this, the different railways will be at liberty to arrange among themselves for passenger carriages and brake-vans to run through if convenient, making no extra charge to Government on account of mileage. Demurrage on the owning line will be paid by the Military Department for detentions of stock, to suit the military authorities, in excess of the ordinary allowance, as also charges on account of engines and vehicles supplied and subsequently countermanded, see paras. 211 and 219.



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201. The undermentioned officers are authorised to grant and sign railway warrants—

- (a) All officers of the quartermaster general's department, and staff officers signing by order of general officers commanding divisions, districts, and brigades, and of officers commanding stations.
- (b) The military secretary to His Excellency the Viceroy so far as appertains to the soldiers of the Viceroy's body-guard only.
- (c) Executive commissioned officers<sup>1</sup> of the ordnance and commissariat departments for their subordinates, not being commissioned officers, when proceeding departmentally at the public expense.
- (d) The surgeon-general of Her Majesty's forces in Bengal, for himself, his secretaries, and office establishment. The surgeon-general is also permitted to sign and issue passage warrants other than those for railway conveyance for himself, secretaries, and office establishment when proceeding with the Government of India or on tours of inspection.

The Director General of Ordnance in India is in like manner permitted to issue warrants for himself, his deputy or assistant, and office establishment.

- (e) Deputy surgeons-general,<sup>2</sup> for their subordinates, not being commissioned officers, and hospital attendants of the army hospital native corps when proceeding departmentally on duty at the public expense.

Deputy surgeons-general may also issue bullock train warrants to these establishments.

- (f) The circle paymaster, for the paymaster or deputy paymaster, and also for the clerks attached to the pension offices travelling by rail on the duty of paying pensioners when starting from head-quarters; any subsequent warrants required by them whilst in performance of their duties on the public service may be signed by the deputy paymasters.
- (g) Superintendent of the reserve and remount dépôt at Saharanpur for warrant and non-commissioned officers attached to that dépôt. All officers of the remount department are also authorized to issue warrants or credit notes for the convey-

<sup>1</sup> At outposts and stations where there is no executive officer, the warrant or credit note, as the case may be, may be signed by the warrant or non-commissioned officer in charge.

<sup>2</sup> Passage warrants for conveyance off the line of railway except by bullock train, will be issued by the local military authorities.

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ance of horses and stores by railway, Government bullock train, &c.

- (h) The general superintendent, horse-breeding operations, for himself and his office establishment when travelling on duty.—  
The general superintendent and assistant superintendents of horse-breeding operations are authorized to issue railway warrants for the conveyance of Government stallions and their attendants, to the horse-breeding districts, and back to head quarter dépôt stables.
- (i) The 2nd Assistant to the Agent, Governor General for Central India is empowered to issue railway warrants for military escorts conducting prisoners from Indore to the Alipore Jail.
- (j) The Resident at Nepal for men of his escort who may travel on duty.
- (k) Officers Commanding batteries of Artillery, Native regiments, Sappers and Miners, and wings or detachments of batteries, Native regiments, Sappers and Miners, for native commissioned and non-commissioned officers and men who are entitled to free passages, when proceeding on or returning from furlough from or to regimental or battery head-quarters, detached wings or portions of batteries, regiments or corps respectively.

The warrants will be for the class of accommodation prescribed in para. 233. Separate warrants for the return journey should be given to these ranks before they leave their stations, and the officer issuing the warrants must himself fill in column 5 and sign the certificate (at foot actually conveyed) in both the warrants for the outward and return journeys. The words 'to be used on return from furlough' should be written in red ink on the return warrants.

- (l) British Officers on recruiting duty, for himself, for his recruiting parties, and for recruits joining their regiments.
- (m) The Assistant Adjutant General for Musketry, for his charger, two attendants, peon and office records.
- (n) The Director of Military Education in India, for one chaprassie and office records.
- (o) The Inspector General of Artillery in India, for his chargers and their attendants, his office establishment and records, and his Brigade Major's chargers and attendants, when proceeding on tours of inspection. Also for his authorized camp equi-

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page on occasions when it is absolutely necessary for the proper performance of his duties.

The Inspector General of Artillery is also authorized to issue passage warrants for his office establishment and records when moving off the line of rail.

These officers will be supplied, on indent, by the Superintendents of Government Printing, Calcutta and Fort St. George, and of the Bombay education society's press, respectively, with all necessary railway transport forms, which must be used on every occasion of the despatch of troops or individuals by rail.

**202.** When troops are ordered to move by railway, form A, Appendix XII, is to be supplied by the despatching staff officer to the officer proceeding in command, by whom the form will be carefully filled in and returned, without delay, to the despatching officer, who will be responsible that no troops, followers, chargers, baggage, stores, &c., are included for conveyance at the government expense in excess of the regulations.

**203.** On receipt of this return duly filled in, the despatching officer will decide whether the troops are to be conveyed in detachments by the ordinary passenger trains or in a body by a troop extra train.

**204.** The object of despatching troops by extra trains instead of by ordinary trains is twofold :—

*1st*, to prevent inconvenience to the public and loss to the railway from the stations and ordinary trains being crowded with large bodies of troops, who have the priority over all other traffic ; and

*2nd*, to suit the convenience of the Military service when large bodies of troops have to be moved. In such cases, it is convenient for the trains to start from, and arrive at, the different rest-camps so as to avoid, as far as possible, exposure to the sun, and to admit of men getting their meals comfortably cooked.

**205.** The maximum and minimum number of vehicles constituting a troop extra train on each railway is laid down in para. 217. When entering in the warrant the number of seats, &c., required, it will be necessary for the despatching officer to estimate the number of vehicles required, in order to see that the maximum is not exceeded. He should ascertain from the railway authorities whether 2nd or 3rd class carriages will be supplied for soldiers. When the number of vehicles, exclusive of two brake-vans, is short of the minimum, the deficiency

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will be paid for at a vehicle mileage rate to be specially fixed for each railway. Cases may arise in which, owing to difference in the minimum, through booking over two or more railways may be undesirable, the troops will then be booked to the junction only, or nearest rest-camp.

206. Despatching officers are held responsible that their requisitions for seats, &c., do not exceed the amount of accommodation sanctioned by government for the number of troops to be despatched. At the same time they must be careful that the railway authorities provide accommodation equal to that laid down in paragraph 233.

207. Transport and other officers entrusted with the despatch of troops by troop extra train are permitted, whenever circumstances render such a course necessary, to exercise their discretion in taking up an entire vehicle when only a small portion of one is required, or by sending the extra details by ordinary train.

208. In submitting requisitions on the railway authorities for the conveyance of horses, mules, or other Government cattle, the number of each will be entered in the warrant, and despatching officers are to state whether horse boxes or goods wagons are required, and also the description of train required, *i.e.*, passenger, goods, or extra, otherwise the animals will be despatched by passenger trains, and fares charged accordingly.

Payment will be made on the actual number of animals despatched at the rates specified in the contracts, *i.e.* full ordinary tariff rates.

209. The troop extra train, according to requisition, will be made over by the railway to the military despatching authority, who is responsible that the carriages are properly filled. A railway official should always be present, but, provided no greater number of persons or amount of baggage are placed in carriages or wagons than the same are calculated to hold, the despatching officer should not be interfered with.

210. Special trains running at express speed are not required, except under exceptional circumstances; despatching officers therefore are not authorized to make requisitions on the railway authorities for such trains without having previously obtained sanction from army head-quarters.

211. Officers, when arranging for the despatch of troops, should bear in mind that in ordering an extra or special train for troops government is held liable for the actual cost incurred on the arrangements for the train being perfected. Despatching officers are therefore responsible for such cost should the troops not be despatched by the train ordered, or if a train ordered for troops is countermanded, owing to such troops not be-

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ing at the railway station by the appointed time. If, however, the delay is proved to be in consequence of the action of the regimental authorities, the responsibility will devolve upon the officer in fault.

212. The arrangement of the various carriages and trucks in all trains required for the conveyance of troops will be left to the railway authorities, acting in concert with staff and commanding officers. It is, however, incumbent on the officer superintending the despatch of troops to draw attention to any irregularity that may be noticed in the fastening of doors, supply of proper carriages, baggage or ammunition vans, and their position in the train with reference to proximity to the engine or anything else objectionable. Such representations, however, must be confined to verbal, or if possible written, remonstrance; no other interference can be permitted.

213. Officers commanding troops proceeding by railway incur heavy responsibility by interference with a traffic manager's or a station master's arrangements, and they are required to conform to the rules and regulations established for the government of such railways, and to act in co-operation with the railway authorities.

214. All persons travelling by railway at the government expense, who may cause injury to the railway property, are liable to be sued by the railway authorities in the nearest civil court.

215. In like manner, soldiers are liable to civil process for any infringement of the railway acts, and commanding officers are held responsible for their men being duly cautioned.

**Composition and Capacity of Trains.**

216. The following table shows the maximum number of vehicles that can be attached to mail, passenger, and mixed trains for the conveyance of troops and their baggage on the several lines of railway :—

RAILWAY.	Mail.	Slow passenger.	Mixed.	
Eastern Bengal . . .	4	8	14	
Northern Bengal, Tirhoot	4	6	8	
East Indian Patna, Gya, Scindia } .	2	8	8	
Oudh and Rohilcund . .	2(a)	8	8	(a) Whether the mail is run as a mixed or passenger train.

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RAILWAY.	Mail.	Slow passenger.	Mixed.	
NORTH-WESTERN.	Between Lahore and Peshawar . .	3(a) 6(b)	... 8(c)	... 12(d)
	Between Delhi and Karachi . .	2	8	8
Rajputana M. S. Ry. . .	3	6e	8e	e
G. I. P. (f) . . .	1	4	g	g
B., B. and C. I. . .	8	8	15	
Nizam's . . .	4	4	8	
Madras . . .	2	2	g	
South Indian . . .	2	...	8	

(a) Lahore to Rawal Pindi and branches.  
 (b) Rawal Pindi to Peshawar.  
 (c) Lahore to Attock or Khairabad.  
 (d) Special mixed, Lahore to Peshawar and Sialkot. Only one special mixed train can be run in one direction on the same day.  
 (e) Between Khundwa and Mhow, 4 only.  
 (f) Special mixed are run as required with minimum of 8 vehicles for troops.

With 15 followers and baggage.  
 With 12 followers and baggage.

(f) As it is impossible for the Great Indian Peninsula Railway authorities, with the heavy gradients on their line, to add five or six carriages to the mail train, whenever a requisition to that effect is made by the military authorities, without interfering with their passenger traffic and disturbing the punctual performance of their train service, it is left optional with them to determine whether the troops are to be moved by the ordinary or mail trains. One carriage full of troops (32 adults) will be conveyed between Poona or Bombay and Deolali by mail train, which will stop at the Deolali troop siding on application being made to the railway authorities.

## Transport of Troops—by Railway.

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## I.—Preliminary Arrangements.

217. The following table shows the "maximum" (including two brake-vans) and "minimum" (excluding two brake-vans) number of vehicles for "troop extra trains":—

	BENGAL.			BOMBAY.				MADRAS.			
	Broad gauge. State.	Metro gauge, Western Railway.	North	Special Passenger.		Special Mixed.		Metro gauge, State.	Special Passenger.		Special Mixed.
				G. I. P.	B. B. & C. I.	G. I. P.	B. B. & C. I.		Madras.	South Indian.	
Maximum number supplied by railway company.	(a) 35	22	{ 34b	22	27	32	22	{ 20(d)	{ Between Erode and Trichinopoly, Madura and Trichinopoly. Elsewhere.	{ ... (d)	
Minimum number to be paid for by Government.	{ 16	12	{ 13	16	8	8	12	16	16	8(e)	8

(a) From Allahabad to Jubbulpore 25, and vice versa 30.

(b) From Lahore to Jhelum and Sialkote, and from Khairabad to Peshawar.

(c) Between Jhelum and Khairabad.

(d) On the South Indian Railway special mixed trains can only be arranged with the traffic manager on the condition that there is at the time a sufficient number of trucks of goods awaiting despatch to make up the full load of a mixed train.

(e) When special mixed trains can be arranged for by the railway company for only part of the journey, they are paid on the basis of a charge for 8 vehicles over such portions of the line where the traffic admits of the railway company making up the complement of the train; and of a charge for 16 vehicles over such sections of the line where the full load cannot be made up.

The Despatching Officer must be informed how far the train will run as a 'special' mixed and as a 'special' and his assent must be obtained before the train is actually considered as ordered.

In all cases two brake-vans (*vide* para. 331) and any further accommodation requisite for the conveyance of free baggage are to be supplied in addition without charge, provided the maximum number of vehicles (as given above) for any one train is not exceeded.

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218. When the number of vehicles, exclusive of two brake-vans, is short of the minimum, the charges for the short number are to be entered in the warrant, form D, by the certifying officer at the rate of 3 annas for each vehicle per mile.

219. A charge of 2 annas will be allowed for working vehicles to any station where they are ordered by the military authorities to be supplied for a troop extra train, and not used.

220. On state railways troop extra trains will run at an average through speed, not less than 12 miles an hour, exclusive of all halts required by the military authorities.

221. Special passenger trains are to be run at an average through speed on the main line of 20 miles an hour, and special mixed trains at an average through speed of 15 miles an hour. On the South Indian Railway "special passenger" and "special mixed" trains will be run at an average through speed of 12 miles an hour. These speeds are in all cases to be exclusive of all halts that may be required by the military authorities, and also of the time occupied upon the ghâts.<sup>1</sup>

222. The words "troop extra," "special passenger," or "special mixed" will be entered in form D (Appendix XV) by the despatching officer according to the class of train employed.

223. Soldiers travelling singly, and small bodies of troops not exceeding twenty men, women and children, with their baggage may be booked by ordinary trains on a warrant, form C (Appendix XIV), being tendered to the station master.

224. Whenever more than ten men, women and children are to be despatched by ordinary passenger train, 24 hours' notice will be furnished by the despatching officer on form B (Appendix XIII) to the railway traffic department, in order that the proper number of 2nd class carriages may be put on, and a covered wagon be provided for the kits, &c.

If there is no traffic manager at the station of departure, notice should, if necessary, be sent to him by telegraph.

225. On the Great Indian Peninsula Railway special vans cannot in every case be provided for the luggage of small detachments proceeding by ordinary trains.

<sup>1</sup> In the case of troop extra trains, the time allowed on the ghâts, either up or down, between Lanoli and Karjat is one hour and fifty minutes, and between Kasara and Igatpuri one hour and 10 minutes. If, however, a troop extra train consists in the fair season of more than 14 vehicles in all upon the Bhore Ghât, and 15 vehicles in all on the Thull Ghât, it has to be run over the ghât in two trips, and therefore 40 minutes must be added to the time occupied in each case, on either ghât, to the time given above. In the monsoon the number of vehicles taken over each of the ghâts in each trip is one less than in the fair season. In the case of special mixed trains, the time, either up or down, between Karjat and Lanoli is 2 hours and 40 minutes, and between Kasara and Igatpuri 1 hour and 50 minutes. These times allow for the double trips over the ghâts.



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226. Whenever a detachment for an ordinary or mail train exceeds ten individuals, despatching officers should send form F (Appendix XVII) by post to the staff officer of all intermediate military stations, as well as to the transport sergeants of each rest-camp where there is no staff officer, at which the train will halt, if possible, two days previous to the despatch of such detachments, so that each station or rest-camp may be aware to what extent the accommodation allowed by paras. 216, and 217, will be available on the arrival of the train, the railway traffic authorities of each line receiving, if possible, 24 hours' notice before the troops are embarked on their respective lines of railway. *Vide* para. 242.

Whenever details are despatched exceeding in number ten individuals and booked to an intermediate station, the despatching officer at the original station of embarkation will, on departure of the details, telegraph to the despatching officer at the station to which the troops are booked, the information required to enable him to complete arrangements for the onward progress of the troops to their destination.

227 Despatching officers must invariably give timely notice, accompanied by form F (Appendix XVII), of the intended despatch of troops, stores, treasure, &c., to the authorities at place of destination, in order that arrangements for their reception may be made.

228. For a troop extra train, or for an invalid carriage the railway authorities must have, at least, the following notice:—

At Howrah, Allahabad, Madras, and Bombay	. . . . .	48 hours.
At all other stations	. . . . .	96 „

For a reserved compartment or carriage, 24 hours' notice must be given, not only to the railway authorities at the station from which the party is to start, but also to the station masters of all junction stations which have to be passed through.<sup>1</sup>

## Accommodation to be provided for the several ranks.

229. When specially constructed state carriages are not used—

For His Excellency the Commander-in-Chief in India and staff—

- 1 saloon carriage for His Excellency.
- 1 first class carriage with bath-room for staff officers.
- 1 third class carriage for servants and native attendants.
- 1 van for luggage.

The saloon carriage is intended for the Commander-in-Chief's personal use, and should be set apart for His Excellency.

<sup>1</sup> The form given in Appendix 30 may be employed with advantage to give early notice to the railway authorities at station of despatch when transport is required over several lines of rail by troop or passenger trains.

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230. If at any time it is found impossible or inconvenient to provide the necessary accommodation for His Excellency to proceed by ordinary or mail train, the earliest possible intimation should be given to the staff, in order that, if required, a special train may be furnished.

231. When using the mail or ordinary trains, separate arrival and departure platforms should, if practicable, be set aside for the Commander-in-Chief's use, or barriers should be placed on the platforms used by the public, in order to facilitate His Excellency's movements in getting in and out of the train. If necessary, temporary platforms should be erected.

232. For their Excellencies the Commanders-in-Chief, Madras and Bombay Armies, and Staff:—

For their Excellencies the Commanders-in-Chief.	} One double saloon, 1st class carriage. When both officers accompany the Commander-in-Chief, a compartment of a composite carriage or a 4-berth saloon, reserved, is allowed for their sole use; otherwise accommodation according to the following scale:—
For the Adjutant General and Quartermaster General, Madras and Bombay Armies.	

## OFFICERS OF THE GENERAL AND PERSONAL STAFF.

For 4 officers and less	} A reserved compartment of a composite 1st class carriage or a 4-berth saloon. A reserved or family carriage of 6 berths. A double saloon carriage, or an entire ordinary 1st class carriage.
For more than 4 and not exceeding 6 officers.	
For more than 6 and not exceeding 8 officers.	

For officers, troops, families and followers—

1ST CLASS.	2ND CLASS.	3RD CLASS.
European commissioned officers, senior apothecaries, others of relative rank with European commissioned officers, Deputy Assistant Commissioners not holding honorary commissioned rank, and their families. (a) Native aides-de-camp to the Viceroy, Governors and Commanders-in-Chief when moving on duty.	Warrant officers and their families. Schoolmasters and their families. (a) Schoolmistresses. Bandmasters, not enlisted men. British troops, and families. (a) Native officers and their families. Native non-commissioned officers (except when proceeding on, or returning from, furlough) and their families. (a)	Native non-commissioned officers proceeding on, or returning from, furlough. Native rank and file proceeding on, or returning from furlough, or travelling on duty singly or in small parties not exceeding four in number. Families of native troops. Officers' servants and all other followers, public and private.

(a) The term "family" when used in these rules comprises only wife and children.

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1ST CLASS.	2ND CLASS.	3RD CLASS.
	<p>Native troops (except when proceeding on, or returning from, furlough, for travelling on duty singly or in small parties not exceeding four in number).</p> <p>Hospital assistants and families. (a)</p> <p>Commissariat clerks, gomastahs and Hospital purveyors, and clerks employed in the Ordnance Department, and their families.</p> <p><i>For Madras.</i></p> <p>Munshis and schoolmasters of native regiments.</p> <p><i>For Bombay.</i></p> <p>European artisans, guides, military surveyors and draftsmen, chowdries of regimental and general bazaars, regimental pundits and munshis, commissariat inspectors, and maistries of native artificers.</p>	

(a) The term "family" when used in these rules comprises only wife and children.

The upper class on the Gaekwar of Baroda's and Oudh and Rohilkhund Railways will be considered to represent the 1st class, and the lower class, the 2nd and 3rd classes on other railways, so far as the transport of troops, &c., is concerned.

**233.** In calculating the number of vehicles required for the conveyance of troops, the following scale is to be used :—

I.—Officers. One to each berth of a first class carriage. When not travelling with troops, officers are only entitled to the accommodation provided by the railway companies for civilian passengers.

II.—Officers' wives to be allowed similar accommodation.

Children above 12 years of age to be reckoned as adults.

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Under 12 years and above three, two children as one adult. Under three years no account is taken of them. When necessary, an additional compartment may be provided with troop-extra trains to enable ladies and children to travel alone.

**III.—British troops and their families.**

The Government recognize that the Indian Railway Companies have not a sufficient number of 2nd class carriages to allow of their fully complying with the terms of their contracts to carry all Government troops in 2nd class carriages.

Government will be prepared to accept, in place of carriages of the ordinary 2nd class type, carriages of other types properly protected from wind and weather, and provided with lamps for night service, and otherwise suitable for the conveyance of troops, provided that—

- (a) The number of troops to be accommodated, and the number of seats to be paid for, are definitely fixed for each type of carriage which it is proposed to employ for the carriage of troops.
- (b) The number of troops such carriage is to accommodate is to be marked on it.
- (c) Until this is done, the provision to be made in carriages of any class lower than 2nd class will be on lines on the 5 feet 6 inch gauge, in the proportion of 5 seats, as provided for ordinary traffic, to 3 seats paid for, and on lines on the metre gauge 8 seats provided to 4 seats paid for.
- (d) Small parties travelling by ordinary train, for which no special troop carriage is exclusively provided, will be accommodated in 2nd class carriages.
- (e) Families of European soldiers, warrant officers, non-commissioned officers of classes I and II of British troops and their families, and Native commissioned officers and their families, will, in all cases, both on ordinary and troop extra trains, be accommodated in 2nd class carriages. But 24 hours' notice must be given to the railway authorities when the strength of the party exceeds ten.
- (f) Retiring accommodation, and, as far as possible, lavatory accommodation also will be provided in all carriages used for the conveyance of invalids, families of European soldiers, and others specified in clause (e).
- (g) To prevent misunderstanding, special committees have been appointed by the Government of India to fix the number of troops to be accommodated and the number of seats to

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be paid for in each type of carriage, not being the ordinary 1st or 2nd class, tendered by each Railway Administration for the conveyance of troops.

- (h) Children above 12 years of age to be reckoned for space as adults; under 12 years, two children as one adult.<sup>1</sup>
- (i) Soldiers are not to be placed in the same compartment with women and children when travelling by troop extra train, and despatching officers should provide sufficient accommodation, to prevent this being necessary.<sup>2</sup>

IV.—Native rank and file are to be provided with the same accommodation as British troops except when travelling singly or in small parties not exceeding 4 in number, or when proceeding on furlough, in which cases warrants for 3rd class accommodation are to be issued to them. Their families will receive the same accommodation as followers.

Native non-commissioned officers, proceeding on, or returning from, furlough, receive warrants for 3rd class accommodation only.

V.—Followers are to be allowed the same accommodation as that provided by the railway company for ordinary 3rd class passengers.

VI.—It is to be understood that extra space, as above detailed, will, if possible, be given on all ordinary occasions to officers and soldiers, but that they have no claim on Government for more than the accommodation allowed by the railway companies to civilian passengers.

## Carriage Capacities, &amp;c.

234. The capacities of 3rd class carriages, wagons and brake-vans on all railways, will be marked on them.

235. The *minimum* allowance of military baggage to be loaded in any brake-van or wagon, will be fixed at one-half its marked carrying capacity. The railway will supply brake-vans and wagons to carry the total quantity of baggage (including free allowance, *vide* paragraph 331) in this proportion. The officer commanding the troops is responsible, not only that the brake-vans and wagons are properly packed with not less than half the marked carrying capacity of the vehicles, by weight, but that also as much baggage as possible is loaded into each vehicle, provided its marked maximum carrying capacity is not exceeded. If owing

NOTE.—Regimental warrant officers and staff sergeants and their families receive the same accommodation as other non-commissioned officers and their families, but should be kept in separate compartments; for this purpose an extra 2nd class compartment may be allotted if found necessary and there are occupants for at least four seats.

<sup>1</sup>On State railways two soldiers' children under 12 years of age are reckoned for space as equal to one adult, half fares being charged for those of 3 years of age and upwards, those under three years of age being carried free.

<sup>2</sup>Despatching officers should, however, arrange, as far as practicable, when making out their train requisitions, not to have too many vacant places in the men's carriages.

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to the vehicles not being loaded up to at least half their marked carrying capacity, an extra brake-van or wagon has to be run; the minimum payment on account of such extra brake-van or wagon, for which the officer commanding the troops will be responsible, will be as for half its marked carrying capacity.

Nothing in this rule relieves the despatching officer from superintending the packing, and aiding the commanding officer with his advice as to the best method of packing (*vide* Appendix 26).

236. On the broad (5 feet 6 inches) gauge railway the following approximate number of vehicles will be required for the conveyance of troops when going on active service; each unit being provided with the full amount of camp equipage, the infantry with 200 rounds of ammunition per man, and the artillery with single line of wagons:—

Battery, Royal Horse Artillery	.	.	.	.	78 vehicles.
" Field "	.	.	.	.	62 "
" Mountain "	.	.	.	.	39 "
Regiment, British Cavalry	.	.	.	.	168 "
" " Infantry	.	.	.	.	97 "
" Native Cavalry	.	.	.	.	135 "
" " Infantry	.	.	.	.	44 "
Company of Sappers and Miners	.	.	.	.	11 "

## Hospital Accommodation and Medical Attendance.

237. Two compartments, or half a second class carriage, are always to be allotted on a troop extra train as an hospital for casualties during the journey; the officer proceeding in medical charge indenting for any further invalid accommodation that he may find absolutely necessary to complete hospital requirements.

The medical subordinate is to be accommodated in the half carriage, and allowed one full seat, for himself and his medical stores. The remaining accommodation is to be reserved for cases of sickness, &c., which may occur during the journey.

238. Lying down accommodation should usually be allotted in 2nd class carriages, one man being allowed a full bench, as the medical officer shall consider necessary.

Invalids who are capable of travelling in ordinary 2nd class carriages will, when necessary, be provided with sufficient extra space to admit of their lying down.

When this extra space is required in troop extra trains, notice should be given in an accompaniment to form A (Appendix XII), signed by the commanding officer. The certificate at foot of form D, showing the lying down accommodation necessary and provided, will be filled in and signed by the officer in medical charge of the troops.

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When lying down accommodation is considered necessary in ordinary trains, a certificate will be attached to the warrant, as in the case of troops moving by troop extra train. When there is no commissioned medical officer in charge of the troops, a certificate will be signed by a medical officer in charge of the station hospital or corps from which the men are moved, showing the lying down accommodation considered necessary; and the despatching officer will sign it to show that the accommodation has been provided.

239. When it is necessary to move cases of serious illness by railway, invalid, hospital or ambulance carriages will be provided. Care must be taken to send in each carriage, when practicable, a full complement of invalids.

240. Invalids may rest for any required period at any of the rest-camps or large stations on the line of rail; but if any extraordinary or unforeseen detention of men is incurred an immediate report must be made to the quartermaster general through the general officer in command of the district.

**Railway Warrants.**

241. When troops proceed by ordinary passenger train, Railway warrant form C (Appendix XIV) will be used, and when by special mixed, special passenger or troop extra train, railway warrant form D (Appendix XV).

These forms will be merely an indent for a specified number of seats of each class, and for a specified amount of baggage, &c., with a certificate at foot that these have been supplied.

As regards baggage the entry in form C or D will consist of nothing more than the weight of baggage for which accommodation is required, the railway being at liberty to check this weight by actual weighing, if necessary.

Guns and waggons will be carried at vehicle mileage rates. Elephants and camels will be carried under special arrangements.

The entries in column 5 of warrant forms C and D are the basis on which payment is made. The payment to be made for officers and troops travelling in 1st and 2nd class carriages will be for the full number of seats authorized for ordinary traffic, subject to the provisions that as regards 1st and 2nd class carriages, the extra accommodation required under paragraph 233 will be indented for by the despatching officer in troop extra trains, and entered in column 4 of warrant form D, the same number of fares being paid per extra compartment thus occupied as would be paid by the public for reserving such a compartment.

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*Example.*—Thus, on the East Indian Railway, if it were necessary to provide in a troop extra train lying down space for nine officers, for whom, at the rate of four to each compartment, three compartments of an ordinary 1st class carriage would be required, the payment will be as for three reserved compartments, equivalent to 12 fares.

Or on the Great Indian Peninsula Railway, if thirteen officers travelled, for whom at the rate of six to each compartment of a saloon carriage, three compartments would be required, the payment will be as for three reserved compartments, equivalent to 18 fares.

The same rule will apply when an extra compartment has to be provided for soldiers or families, *i.e.* the same number of fares will have to be paid as would be paid by the public for reserving such accommodation.

As regards accommodation in troop carriages, other than 1st or 2nd class in troop extra trains, unoccupied seats will be paid for on the basis of a minimum charge for half a carriage on the scale laid down by the special committees for each half carriage partly occupied.

All railway warrants will be machine-numbered and ruled before issue to the transport officers.

As a precaution against railway warrant form C being fraudulently obtained, despatching staff officers are enjoined to cause all such warrants issued by them to be stamped with their office seal.

242. All troops despatched either by ordinary or troop extra trains over two or more systems of railway working in connection, will be booked through to destination.

Only one warrant or requisition will be given at the despatching station by the military authorities from starting point to destination, each railway being responsible for advising the railway to which it will hand the troops over, and for thus arranging for the through journey.

The starting line will collect all charges for the through journey.

243. Despatching officers should, as a rule, supply detachments, individual officers, soldiers, &c., proceeding by railway, horse-van dâk, bullock train, &c., with passage warrants for the entire journey, from station of departure to destination, and also separate warrants for return journey when required; except in the cases of soldiers and others proceeding to stations north of Kalka, who will be provided with warrants to Umballa only, where arrangements will be made by the local military authorities for their onward progress by such means of conveyance as may be suitable and available.

244. If the holder of a warrant wishes to break the journey *en route* by halting at any particular stations, the names of such stations are to be entered on the face of the warrant, which will suffice to ensure a



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similar entry being made on the ticket given by the railway authorities, provided that the number of halts do not exceed those allowed to all passengers, *viz.*, 24 hours for every 100 miles of railway travelled over. If permission is given to make additional or longer halts, a separate on-ward warrant is to be furnished.

245. Return tickets are granted on the East Indian, Eastern Bengal, North-Western, Great Indian Peninsula, Bombay, Baroda and Central India, and Madras railways, under the same rules and conditions as for ordinary passengers, to officers and others travelling on duty on form C when the duty on which an individual is proceeding by any of these railways will admit of his return to his station within the time allowed by the company to ordinary passengers for return journey. Only one warrant will be issued for the double journey.

246. The officer who signs the warrant is responsible for its correctness. If it is not shown on the warrant who ordered the passage (paragraph 503), the officer who signed it is also responsible for the cost of the passage; but if a general, district, or garrison order is quoted then the officer under whose authority such order is given is responsible, and will be required to pay the cost whenever it may not be practicable or desirable to recover the amount from those who benefited by the irregularity.

247. If a passage is ordered which is not in accordance with regulations, the staff officer must represent the same to the officer ordering it; and if on such representation the responsible officer is satisfied of the exigency of the case, the departmental officer will supply the warrants.

248. A warrant should not be furnished on a verbal order; but if such an order is accepted, the staff officer must obtain its repetition in writing.

249. Warrants should only be altered under the initials of and by despatching officers, to whom reference must be made on all occasions when any erasure or addition is necessary; but if any officer commanding troops, or in charge of stores or cattle, proceeding by railway, finds himself compelled, in the absence of the staff officer who signed the warrant, to alter it, he shall report as soon as possible to the officer who granted the warrant, describing the alterations he has found it necessary to make, and the reasons for making them. A copy of this is at once to be sent to the examiner, commissariat accounts.

250. The officer commanding the troops, or the despatching officer, must, before signing the certificate at the foot of a warrant, satisfy himself that all troops and followers, entitled to transport at the public expense, have been counted on entering the carriages, that the correct weight of the baggage has been ascertained, and that the entries in the

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warrant correspond with these numbers, quantity of baggage, &c. The warrant will then be delivered to the station master, who will furnish the officer commanding with a ticket for delivery to the station master at the end of the journey.

251. The duty of filling up column 4 of railway warrant, form C, devolves on the officer issuing the warrant. The duty of filling up column 5 devolves on—

- (1) The officer travelling.
- (2) Or the officer commanding the troops.
- (3) Or officer superintending the despatch of troops or details.

The officer in question must, moreover, sign the following certificate that he has done so, *viz.* :—

“Certified that conveyance has been provided on this requisition for the numbers entered by me in column 5.”

And officers are further to understand clearly that when there is only one attendant to each horse, that attendant is carried free by the railway, and is not to be entered in the warrant.

252. When commanding officers, or officers superintending the despatch of troops by railway, have reason to suppose that a surcharge against Government may be possible on account of the different descriptions of vehicles supplied, they should insert in any blank portion of the warrant form D such remark in regard to the accommodation actually provided as may attract the notice of the accounts department when the credit note is presented for payment.

## Length of Journey.

253. Troops should not (except in emergencies) be required to travel for longer daily continuous periods than twelve hours.

254. It is generally preferable for troops to move at night. When travelling by day, the men should get one meal before their departure and another on arrival.

255. When mounted troops are conveyed long journeys by railway, an officer and non-commissioned officer should be sent forward to have buckets and water ready for watering the horses at convenient halting stations. It should be ascertained by despatching officers in arranging for all moves by rail, of guns, horses, and cattle whether proper facilities exist, or will be provided, for embarking and disembarking them.

256. A report of the departure of a train should in all cases be made by telegraph to the rest-camp where the troops are to halt. A time bill Appendix XXX(d) will be furnished by the despatching officer at

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original station of despatch to all details travelling by rail. The hours and dates noted in the time bill are to be strictly adhered to. Any deviation therefrom ordered by authority should be noted and explained on reverse by the officer or non-commissioned officer who issued the order, and who will at once notify the change in the original plan of despatch to all concerned (*vide* paras. 226 and 227).

257. When making requisitions for troop trains, the despatching officer will invariably give timely notice to the traffic manager of each line over which the train will pass, of the date and hour of departure, and of all halts considered necessary *en route*; these, with their duration, will be entered by the railway officials in the time tables for the guidance of officers proceeding in charge of the troops, and no stoppages, other than those entered in the tables, are to be made without the consent of the railway authorities.

## Rest-Camps.

258. Rest-camps are provided for troops at the following stations, where the train will usually halt for 12 hours and the men be accommodated in barracks or tents:—

	From Calcutta to—	Miles.
E. I. Railway	Muddupore (a) . . . . .	184
	Dinapore (c) . . . . .	161
	Allahabad (a) . . . . .	220
	Cawnpore (a) . . . . .	120
	Toondla (a) . . . . .	144
North-Western Railway.	Meerut (a) . . . . .	145
	Umballa (a) . . . . .	118
	Meean Meer (East) (a) . . . . .	184
	From Allahabad to—	
G. I. P. Railway	Jubbulpore (a) . . . . .	228
	Sohagpore (a) . . . . .	122
	Khandwa (c) . . . . .	142
	Manmad (c), (d) . . . . .	192
	Deolali (a) . . . . .	49
	Igutpuri (b) . . . . .	28
	Callian (c) . . . . .	52
	From Nagpore to—	
	Akola (c), (e) . . . . .	158
	Deolali (a) . . . . .	251
B., B. and Central India Railway.	From Bombay to—	
	Poona (c) . . . . .	119
	Dhond (d) . . . . .	48
	Wadi (e) . . . . .	209
	From Bombay to—	
	Callian (c) . . . . .	38
	Bulsar (c) . . . . .	123
	Ahmedabad (c) . . . . .	185

(a) For British troops only.

(b) For Native troops only.

(c) For British and native troops.

(d) Opened only as occasion may require.

(e) Opened only during the trooping and at such other times as occasion may require.

## PART II.

## Sec. II.

## Transport of Troops—by Railway.

## I.—Preliminary Arrangements.

	Miles.
From Madras to—	
Arconum (e) . . . . .	42
Gooty (e), (e) . . . . .	215
From Arconum to—	
Pothanoor (e), (e) . . . . .	260
From Pothanoor to—	
Mettapollium (e) . . . . .	25

259. Persons unconnected with these camps are to be forbidden admission thereto, except with passes duly signed by staff or commanding officers, and the necessary arrangements for enforcing this order will be made by general officers in command.

260. At each rest-camp a transport sergeant, an official belonging to the commissariat department, and a small establishment of servants will be provided for the purpose of preparing rations, attending to the conservancy of the camp, &c.; cots, tables, cooking pots, and half casks for bathing will also be provided for the use of officers and troops.

261. The duties of the transport sergeant are—

- I.—To attend the arrival and departure of all detachments.
- II.—To take charge of all boards of orders, and to show them to commissioned and non-commissioned officers in charge of detachments on their arrival.
- III.—To render assistance and give information to officers.
- IV.—To see to the preservation of the barracks or tents, and to the cleanliness and good order of the camp.
- V.—To see that no fires are lighted near tents or buildings either by cooks or officers' servants.
- VI.—To prevent forbidden articles of consumption being sold in the camp.
- VII.—To allow no unauthorized person to enter the rest-camp. All persons permitted to enter the rest-camp to be supplied with passes signed by the officer in charge.
- VIII.—To forward the arrival and departure report of troops, form G (Appendix XVIII), signed by the commanding officer, to the assistant quartermaster general or despatching officers, as soon as possible after the arrival and departure of the detachment.
- IX.—To acquaint the officers in command of each detachment with the hour of departure of the train, and the time at which the troops should be marched to the railway platform.
- X.—To report any irregularity to the assistant quartermaster general or despatching officer.

(e) For British and native troops.

(c) Opened only during the trooping, and at such other times as occasion may require.

(f) At Erode and Raichur rest-camps can be arranged for, if necessary, with the officer commanding Bangalore division and Ceded Districts.

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Transport of Troops—by Railway.

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## PART II.

Sec. II.

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## I.—Preliminary Arrangements.

XI.—The transport sergeant is on no account to sign a railway warrant authorizing passages, but in the absence of any commissioned officer, he is empowered to sign the certificate at the back of the warrant that conveyance has been provided.

262. At stations of departure the officer commanding any troops ordered to move is responsible that the commissariat department notify to the next rest-camp the number of rations required for the troops under his command. In the absence of an officer in command the duty of ascertaining that such notice has been duly despatched devolves on the despatching officer, or, in his absence, on the transport sergeant.

263. The following rules are to be furnished for the guidance of officers arriving at rest-camps in charge of troops:—

- I.—Officers in command of troops arriving at a military station are not required to report themselves personally at the brigade office.
- II.—They will send an arrival and departure report to the assistant quartermaster general or despatching officer according to form G (Appendix XVIII), which will be furnished by the transport sergeant.
- III.—All reports and service letters will be forwarded by the transport sergeant to the office of the assistant quartermaster general or despatching officer.
- IV.—Information of the departure of the trains, and the time at which the troops should be marched to the railway platform, will appear in rest-camp orders or will be given by the transport sergeant. No one should be allowed on the platform or to enter the carriages before the appointed hour.
- V.—Soldiers are not to be allowed on the line of railway, nor are soldiers from the cantonments to be on the passenger platform without a pass signed by their commanding officer.
- VI.—The troops are to be cautioned against damaging the barracks, furniture, or camp equipage, &c.<sup>1</sup>
- VII.—No men are to be left behind sick unless by certificate from the officer in medical charge of the camp.
- VIII.—Coffee shops will also, when practicable, be established.
- IX.—Lights in public tents must be secured in lanterns; and the senior non-commissioned officer in each tent is held responsible that the lanterns are placed in a safe position and not removed therefrom while the light remains burning.

<sup>1</sup> All petty damages will be charged to the State, but all proved wilful or serious damages will be charged against the individual or detachment who may have caused them.

## PART II.

## Sec. II.

## Transport of Troops—By Railway.

## I.—Preliminary Arrangements.

264. Carriage for the transport of women and children, invalids and of the baggage of troops from railway station to an adjacent rest-barrack or camp and *vice versa*, will be provided under the following arrangements :—

- I.—The submission of regular indents is not in such cases necessary; it will be sufficient for the assistant quartermaster general or other staff officer to forward to the executive commissariat officer a memorandum of the number of troops for whom carriage is required, which in the case of those expected may be extracted from form F, Appendix XVII (para. 226), or from the telegraphic notice of their despatch (para. 256).
- II.—On the above memorandum the executive commissariat officer will supply the carriage, and the officer commanding the troops will certify that it has been provided.
- III.—Carriage is only to be provided *at the public expense* for baggage, the free transport of which by railway is authorized. Carriage required for excess baggage must be paid for.
- IV.—In the case of invalids or small parties travelling with families, coolies will be supplied as above.

## Refreshments.

265. When troops are travelling under command of an officer, his sanction must be obtained before they can be supplied with liquor from railway refreshment rooms.

266. Soldiers and their families travelling alone, or in small parties not under the command of an officer, will, on application at 2nd class refreshment rooms, and provided the men are in uniform and sober, be supplied on payment with refreshments at the undermentioned rates. Only one pint of beer for each man or woman will be obtainable at a station :—

*East Indian Railway and Oudh and Rohilkhand Railway.*

A meal of cold meat and half a loaf of bread	. . . . .	4 annas.
A large cup of tea or coffee	. . . . .	2 „
A pint of Bass' draught beer	. . . . .	4 „

*Great Indian Peninsula Railway.*

A plate of cold meat and half a loaf of bread	. . . . .	4
A large cup of tea or coffee	. . . . .	2
A pint bottle of English beer*	. . . . .	6

\* Draught beer is not procurable.

## Transport of Troops—by Railway.

## PART II.

## Sec. II.

## 1.—Preliminary Arrangements.

## North-Western Railway—

Plate of cold meat and half a loaf of bread	4 annas.
Large cup of tea or coffee	2 "
Pint bottle of beer	6 "
Imperial pint of draught beer	4 "

N.B.—Whenever a party requiring refreshments at Pathankot exceeds five in number, 36 hours' notice should be given."

*Madras Railway.*

A plate of cold meat and half a loaf of bread	4 annas.
A large cup of tea or coffee	2 "
A pint bottle of English beer	6 "

*Rajputana Railway.*

Plate of cold meat and half a loaf of bread	4 annas.
Large cup of tea or coffee	2 "
Pint bottle of beer	6 "
Imperial pint of draught beer	4 "

*Eastern Bengal Railway.*

Plate of cold meat and half a loaf of bread	4 annas.
Large cup of tea or coffee	2 "
Pint of Bass' draught beer,	4 "
or, when not available, pint bottle of Bass' beer	6 "

*Northern Bengal and Tirhoot State Railways.*

A plate of cold meat and half a loaf of bread	6 annas.
A large cup of tea or coffee	3 "
A pint bottle of English beer	6 "

At all stations where the refreshment rooms are controlled by Messrs. Kellner and Company, soldiers and their families can procure aerated waters at the following rates:—

Soda	2 annas per bottle.
Lemonade	2½ " "
Tonic water	3 " "

## Soldiers' dogs, Ammunition, Commissariat Stores, Treasure.

267. Soldiers' dogs, whether carried by ordinary or by troop extra trains, will be carried at the following rates:—Soldiers travelling by ordinary train in a compartment not reserved for troops, must put their dogs in the brake-van. If, however, they are voluntarily taken (by permission of the railway authorities) in the carriage with owners, double the following rates may be charged.

	R	a.	p.
For any distance not exceeding 100 miles	0	2	0
Above 100, and not exceeding 200 "	0	4	0
Above 200 and not exceeding 400 "	0	8	0
Above 400 and not exceeding 800 "	0	12	0
Above 800 miles	1	0	0

The number of dogs is to be entered in form A and railway warrants C and D, and their fare must be paid beforehand.

This rule does not include officers' dogs, on which full tariff rates will be charged.

**PART II.****Sec. II.****Transport of Troops—by Railway.****1.—Preliminary Arrangements.**

268. When corps or batteries carry ammunition with them, it will be conveyed in powder vans, which will be provided by the railway company, on the weight and number of the cases for which conveyance is required being noted in form A (Appendix XII).

I.—When it may be necessary to send ammunition other than regimental, or any kind of government stores, unaccompanied by troops, by railway or bullock train, despatching officers are to apply to the nearest commissariat officer, who will issue a railway credit note.

II.—Officers must intimate to the nearest executive commissariat officer the nature of the stores, whether ordnance or commissariat, and the quantity and weight of each case or package, and the name of the place to which addressed.

III.—The commissariat officer will in reply state whether the stores are to be sent to his office to be forwarded with other public stores, or whether they are to be forwarded (with the railway credit note which the commissariat officer will supply) direct to the railway station or to the post office, as the case may require.

IV.—Railway credit notes issued by commissariat officers must have legibly inscribed on them the words "Commissariat" or "Ordnance," according to the nature of the stores to be despatched. For form of credit note, see form H (Appendix XIX).

269. When treasure is ordered to be despatched by railway under charge of a military guard, reports will be sent from station of departure to that of destination by officers commanding, specifying the day and hour of departure, the amount of treasure, and number and weight of cases, in order to admit of guards and conveyances being ready at the railway terminus for its onward progress.

270. On arrival at the railway station, the treasure is to be deposited in the carriage or compartment allotted by the authorities (and in which no parcels or goods save the treasure are to be placed, and to which no persons whatever, but the escort and railway guards are to have access), and the commissioned or non-commissioned officer in charge will make the necessary arrangements for its safe protection during the journey.

**Military Prisoners, Insanes, &c.**

271. Military prisoners are never to be despatched by rail, except in reserved compartments.



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Transport of Troops—by Railway.

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## II.—General Arrangements for entering Trains.

Military prisoners and insane soldiers will be carried in second class carriages, which, being in compartments, will not require to have iron frames attached for purposes of segregation.

All military insanes, whether violent or harmless, are to be provided with a separate compartment for themselves and escort in first or second class carriages according to rank. (*Fide* para. 228.)

272. When the attendance of a medical officer, or of an escort, upon a sick or insane officer is considered by a medical board necessary, and funds are not available for the cost of their passage, the requisite advance under the authority of a district or brigade order will be made by the officer commanding the battery, or by the paymaster of the regiment to which the sick officer belongs, or by the circle paymaster from whom his pay is drawn; the charge will then be recovered from the pay allowances, or other funds belonging to the officer, either in India or in Europe, as the case may be. As a heavy expense is thus incurred, medical officers should not recommend the immediate removal of such cases when they can with safety be retained until an opportunity occurs for sending them with troops moving in ordinary relief. In the case, however, of a sick or insane officer, invalided whilst on field service, the cost incurred by the attendance of a medical officer or of an escort will be borne by the State (M. D. 388-C. of 6th March 1882; see para. 359).

## II.—General Arrangements for entering Trains.

273. Officers commanding troops proceeding by railway are to warn their men of the danger of attempting to get out of carriages in motion.

274. When troops are ordered to move by railway, an officer and an intelligent non-commissioned officer will precede them, and, under direction of the despatching officer, will label or mark off with a piece of chalk on the foot-board of passenger carriages, and in a conspicuous place on the side of the cattle trucks and horse boxes, the troops, battery, or company allotted to them, and the number of men or horses each will hold. The bottoms of cattle trucks should be carefully inspected the day before being used for the conveyance of horses, as accidents are likely to arise from the planks being unsound.

275. The troops themselves should arrive at the station 40 minutes before the time named for the departure of the train, the families preceding the troops under the charge of an officer or non-commissioned officer furnished with a nominal list, and with orders to see them placed

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## Transport of Troops—by Railway.

## II.—General Arrangements for entering Trains.

at once in their carriages. The sick should ordinarily arrive at the station 40 minutes before the train starts. The hospital accommodation allotted will be pointed out to the officer or subordinate in medical charge by the despatching officer.

276. Madras time is kept on all railways, except those east of Calcutta, and notification should be made in orders of the difference between such time and the true time at military stations on all occasions of the movement of troops by rail.

277. The women with their children should be counted as they enter the carriages in the presence of a railway official, and they should be discouraged as much as possible from taking with them in the carriages an inordinate quantity of bundles, tending to the discomfort of all.

278. When the troops are ready to enter the carriages, they will be numbered and divided into parties corresponding to the number of the carriages, a non-commissioned officer being, if possible, detailed for every compartment. In cases where this is not practicable, a steady soldier is to be placed in charge; the troops will then be marched, party by party, into the carriages.

279. The doors on the off side only of the passenger carriages composing a troop train will remain locked during the journey, and the senior non-commissioned officer or soldier in charge of the compartment will be seated near the unlocked door, and be held responsible that no men leave the carriage except at stations where the train purposely stops to admit of their doing so.

280. Each man will retain possession of his arms and accoutrements. The senior non-commissioned officer or soldier in each compartment will be made responsible that no damage occurs whilst the troops occupy it; and a memorandum will be taken at the time of entry, under the orders of the officer commanding the troops, of the number of the carriage and compartment and the name of the senior man in charge, who will report to the officer deputed to go down the line for the purpose after the men are seated whether each compartment is complete in its component parts and fittings, and again whether all is correct and uninjured before the men leave the train; a railway official inspecting each compartment also, and reporting any deficiencies or breakages to the officer in command, who will settle all claims before the troops leave the railway premises. A schedule of charges for damages, &c., to vehicles is given in Appendix XXVIII.

281. When the train is ready to proceed, the "*advance*" will be sounded. Silence must be maintained until the train moves off, no shouting to be allowed, and no man is to put his head out of a window

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Transport of Troops—by Railway.

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## II.—General Arrangements for entering Trains.

or leave a carriage without permission, or get out on the reverse side of the train, except when ordered by his officers or requested by the railway officials to do so.

282. On arrival at the place agreed upon for the train to halt, the officers will get out and go to their companies' carriages. Sentries from the quarter guard will be posted to prevent the men from straggling or getting out at the wrong side of the train. When these arrangements are completed, the "*Halt*" will be sounded, and those who require to do so will get out of the train, leaving their arms in the carriages.

283. Whenever, owing to the exigencies of the train service, a troop train is likely to be detained for more than 5 minutes at a station not agreed upon for a halt, the station master will inform the officer in command, so that the men may be permitted to leave the train for necessary purposes.

284. When it is time to proceed, the "*Close*" will sound, on which the men will all return to their carriages; the officers will see that their men are all present, and having so reported to the commanding officer, the sergeant of the guard will be ordered to withdraw the sentries and return to his carriage. Lastly, the officers will get in, and the commanding officer will give directions that the train may proceed.

## Cavalry.

285. On arrival at the railway station the men will dismount and will be told off in sections corresponding with the capacity of the carriages provided. Having deposited their arms and accoutrements in some spot selected, in the same order in which they stood in the ranks, they will again be told off into sections of 3, 6, or 8 horses, according to the capacity of the horse boxes or wagons.

286. The sections will be numbered off from the right of the squadron, and they will afterwards file from the most convenient flank, each halting opposite the truck marked with the number of the section. A quiet horse should be selected to go in first, followed by No. 1 of the front rank of each section and then his rear rank horse. Should a horse be very restive, backing him in will generally succeed.

287. As a rule, the first horse is to be led in and secured to the opposite side of the carriage by the bridoon reins and the head collar chains, or head ropes, either to a ring placed for the purpose, or to the bars of the truck. The other horses will follow in order, each dragoon taking off the bridle bit, hanging it round the horse's neck, and leaving the truck the moment he has secured his horse.

288. The horses' heads, when it is possible, should be placed facing away from the second line of rails, as the horses are easily frightened by

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## II.—General Arrangements for entering Trains.

trains and engines passing. The moment the last horse is in, the door must be at once shut and the fastenings of the trucks afterwards carefully examined by a railway official.

289. A non-commissioned officer and a couple of intelligent men from each troop, previously told off for the purpose, will go round and examine the fastenings of all the troop horses, and make such alterations as may be necessary under the personal superintendence of the troop officers.

290. The men, when the whole of the horses of the section to which they belong have been embarked, should at once proceed to the spot where they have left their arms, cloaks, &c., which they will resume and fall in; they will also be desired to remember the number and position of the truck containing their horses, and to fall in in front of it when they are ordered to disembark.

291. In a lancer regiment certain men, previously told off, will collect the lances and deposit them, the leading troops in the front brake-van, and the other troops in the rear brake-van.

292. When it is intended to water and feed the horses during a halt, the "*Feed*" will be sounded, when the men will get out of their carriages and proceed at once to the trucks containing their horses, water in buckets having been provided by previous arrangement; one man will then get into the truck and water each horse in succession, the buckets being passed to him from the outside. The horses may then be fed with corn from the nose-bag in the usual manner.

293. On arrival at the destination, the "*Halt*" is to be sounded, when the men will get out and fall in opposite the carriages, and will be marched to some convenient spot selected by the commanding officer to deposit their arms and cloaks. They will then fall in again near the trucks; should, however, the cloaks have been left on the saddles, the men can get the horses out with their swords on and carbines under their arms.

294. The door of each truck is then let down, and a mat, or loose straw, if it can be procured, spread upon it; the horse opposite the entrance is to be immediately bridled and led or backed out by the man to whom it belongs, the horses to the right and left following it in turn. The troop will then be formed up in the most convenient place, and the horses again held until the arms, &c., are resumed and placed upon the saddle.

295. In a lancer regiment the men who collected the lances will take them out of the brake-vans, and bring them to the front of each troop, when a non-commissioned officer will superintend their distribution.

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## II.—General Arrangements for entering Trains.

296. The embarkation and disembarkation of the officers' chargers from the horse boxes should go on simultaneously with that of the troop horses, but, if possible, at a different part of the station.

297. When the arrangements before detailed are properly carried out, the train can be ready to start in half an hour from the time of beginning to load, and even less time will be sufficient for unloading.

298. Horses, as a rule, should be unsaddled when conveyed for very long distances by rail. The saddles or artillery harness will be carried in covered goods-vans or brake-vans.

A 10-ton covered goods-van will hold the saddles of a squadron.

299. After the men have deposited their arms, &c., as already detailed, they will be ordered to unsaddle and hold their horses; they will then remove their saddles, bridles and appointments, and arrange them on the ground in a regular manner opposite to the wagon which has been told off to their respective troops.

300. A non-commissioned officer and two men previously selected for each wagon will then pack the saddles in the goods wagon in a convenient manner so as to take up the least possible space. The same men will be employed to take them out and distribute them on arrival at destination.

## Horse or Field Artillery (see Appendix No. 31).

301. On the arrival of the battery at the station, it should be drawn up in the nearest convenient spot. The men will dismount and will be formed up two deep, take off their swords and accoutrements, and, some convenient place being selected, will lay them on the ground in the order each man stood in the ranks.

302. The horses will then be unhooked, the traces hooked over their backs in the usual manner, and told off in sections according to the capacity of the cattle trucks; each section will then file off to the truck allotted to it under the direction of the officer commanding the division, and be embarked in the same manner as laid down for cavalry (*see* para. 286). The gunners will assist the drivers in the embarkation of the horses, and on the conclusion of this duty the whole will proceed to embark the *matériel*.

303. In embarking the guns, wagons, and carriages, trucks for loading from a dock are, if possible, to be used; when, as is the case on some railways, the ends of these trucks let down and meet, the carriages of the battery may be run on from one to the other in a few minutes. These trucks, however, are not so convenient when there are no docks or other facilities for unloading, and should in such cases be avoided.

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## Transport of Troops—by Railway.

## II.—General Arrangements for entering Trains.

304. Trucks having sides letting down are next in point of convenience, and, lastly, low-sided trucks. Most of these take conveniently a gun or wagon with its limber.

305. Carriages must, when loaded from a dock, be run on to the truck unlimbered. The wheels must be well secured with lashing rope and scotches, the latter being generally procurable at railway stations. Should there be hay on the wagons, it is not to be suffered to remain during the journey, but must be placed in a luggage van.

306. Low-sided trucks are found on most railways; the loading on these requires more manual labour than on other trucks, as it is necessary to lift the carriage over the sides by main force. The gun (or wagon) and its limber are to be placed on the truck with the trail (or perch) and the shafts pointing inwards and resting on the floor.

307. Most trucks will take three pairs of wheels, but reference must be had to the weight which each truck is calculated to bear. In loading, the gun should first be placed on the truck close to one end, the trail on the floor; then its limber is to be backed upon it as close as possible, the shafts resting on the floor; the wagon limber is then to be placed on the truck the reverse way to the first limber, and its shafts elevated. Finally, the wagon body is to be embarked, perch pointing inwards and resting on the floor. For the method of transporting guns and carriages by rail, see Appendix 31.

308. This mode of conveyance requires much lashing, and these large trucks are not recommended when others can be obtained. When used, they should, if possible, be loaded at the end, as the operation when performed from the platform is most laborious.

309. No projections, whether guns, shafts or spare wheels, are on any occasion to extend beyond the buffers.

310. The carriages being embarked and secured, the gunners will take up their swords and the whole detachment fall in two deep, and be told off in squads corresponding to the capacity of the compartments of the railway carriages.

311. On the arrival of the train at its destination, the officers will get out first, and the trumpeter will be ordered to sound the "*Halt*" when the men will descend. The gunners will fall in, and be marched to a convenient spot to deposit their swords and accoutrements. Should the drivers have been wearing their cloaks, those of each sub-division will place them together where directed by the non-commissioned officer in charge.

312. In the event of the platform not being of sufficient length to enable the entire train to draw up alongside it, the horses are to be disembarked first. The door of each truck will be let down, a mat or straw

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placed upon it, and the horse opposite the door led or backed out, the rest following in turn. The horses are to be formed up at the discretion of the commanding officer, and the carriage trucks brought alongside the platform.

313. The guns, &c., will be taken off by the gunners, and whether this is done at a dock or at the platform, the horses of each carriage will be hooked in as soon as it is disembarked, and it will be drawn to the place of parade indicated by the commanding officer, so as to clear the ground as soon as possible.

314. Should it be possible to disembark horses and *matériel* simultaneously in consequence of the capacity of the platform, it may be done. When this is the case, the gunners being unable to assist in disembarking the horses, the non-commissioned officer of drivers should take the first horse of each pair out of the truck, the driver, following with the other, should then take charge of both horses.

315. As it may become necessary to disembark without the aid of a platform of any sort, some strong skids, not less than 15 feet long, and some planks to form a ramp, should always be carried. In case of urgent necessity, two lengths of rail may be used for the same purpose; but it is believed that a small temporary platform may be made by the employés of the railway in a sufficiently short time in ordinary cases.

316. On broad-gauge lines the whole of the guns and ammunition of a mountain battery can be packed in a powder van. Mules will be placed unharnessed, 10 in a horse wagon, line gear and forage being stowed in space between mules. The harness of each half battery will be carried in a goods-van.

## Infantry.

317. One sergeant for each company, one for the detail attached to head-quarters, and one for the guard and prisoners, the whole under the officer sent on to mark the carriages, will be at the railway station 40 minutes before the time usually named for the departure of the train. The sergeants will previously ascertain with exactness what strength the companies and parties they represent will muster at the station; the guard and prisoners not to be included in the strength of their companies, as separate compartments will be told off for them.

318. The officer in charge of the above-mentioned parties will then give over to the non-commissioned officers the compartments of the carriages for the accommodation of their men, &c. Each non-commissioned officer, as soon as the compartments for the party he represents are handed over to him, will mark on the foot board of each compartment with a piece of chalk the name or letter of his party, and will then place

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## Transport of Troops—by Railway.

## II.—General Arrangements for entering Trains.

himself opposite that one which is nearest the side from which the troops will approach the carriages.\*

319. The battalion will arrive at the railway station 40 minutes before the time usually named for the departure of the train, and will be halted by the commanding officer on ground which will be pointed out by the staff officer superintending the departure. Each company will then be told off into sections, and when this has been done, the battalion will move on to the platform in fours; when the rear of each company arrives at its marker, it will be ordered to halt, and turn towards the train, remaining in fours. Each captain will now move along the front of his company and point out to each section the compartment it is to occupy, and having done so, will give the order "*Quick march*," when the men will move at once into their respective compartments.

320. Should a fatigue party be required to assist the baggage guard, the men will be directed to pile arms, and those detailed for this duty to take off their accoutrements, great-coats, &c., and to place them on or under the stands of arms. When the baggage is loaded, the fatigue party and baggage guard will rejoin their companies; the party will then unpile arms, come to attention, and enter the carriages as directed in preceding paragraph.

321. When a fatigue party is not required, the troops will be directed to stand at ease or pile arms and break off (remaining close to their arms) until the train is ready for their reception, when they will enter it as already described. In all cases soldiers will take with them their water bottles filled. •

322. Each man must retain possession of his rifle, unless the commanding officer should think fit to allow them to be placed upon the packages under the seats when this can be done, but they are never to be laid upon the floor of the carriage.

323. When the train arrives at its destination, the officers will first get out and go to their company's carriages. On the "*Halt*" being sounded, the men will get out of the train with their rifles in their hands, and will fall in on the platform in the same order in which they embarked.

324. The men are to be marched off in the same manner as they entered the station before starting, or the commanding officer may order the marker to be placed on some convenient spot outside the station, and on the "*Close*" being sounded, the men will form on their markers and will be told off in the ordinary manner.

325. The chargers of mounted officers should be sent to the station along with the baggage, in view to their being placed in the horse boxes before the arrival of the troops.



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## III.—Baggage and Camp Equipage.

326. The quantity of baggage for the several ranks to be conveyed at government expense, exclusive of side arms for officers and rifles, or other arms, and accoutrements in the case of troops, is fixed as follows:—

	lbs.	mds.	
General officers commanding force (discretionary).			When camp equipage is authorized to be taken, it must be weighed separately and entered in the warrant.
General officers commanding divisions . . .	720	or 9	
„ „ „ brigades . . .	640	„ 8	
Colonels . . .	560	„ 7	
Lieutenant-colonels and majors . . .	480	„ 6	
Captains . . .	400	„ 5	For weights of tents of the three presidencies, see Appendix 4, statement G.
Subalterns (a) . . .	320	„ 4	
Officers' wives . . .	320	„ 4	The scale of baggage allowed to army schoolmasters and schoolmistresses is laid down in clause VI of this paragraph.
„ children above 12 years, each . . .	160	„ 2	
„ children under 12 years, each . . .	80	„ 1	
(b) Native commissioned officers, warrant officers, and staff sergeants, whether regimental or departmental, hospital assistants, European, Eurasian, and Native clerks, and commissariat gomashtas and purveyors . . .	160	„ 2	The scale of baggage allowed to European, Eurasian, and Native clerks, viz. 2 maunds, is applicable only to clerks who accompany army head-quarters, the director of army remount operations, the inspector general of ordnance and magazines, and the commissary general on tour of inspection, or to and from Simla.
Sergeants, and rank and file of British troops . . .	80	„ 1	
Wives of warrant and British non-commissioned officers, rank and file, Native commissioned officers, Native doctors, European, Eurasian, and Native clerks . . .	120	„ 1½	
Children of ditto, each . . .	20	„ ¼	
(b) Native non-commissioned officers, rank and file, Native medical pupils, and authorized public and private followers . . .	40	„ ½	
(c) Wives of ditto . . .	40	„ ½	
(c) Children of ditto, each . . .	20	„ ¼	

(a) The chief clerks of the adjutant general's and quartermaster general's offices at army head-quarters, when not holding commissioned rank, are entitled to 4 maunds of baggage. This quantity is also allowed to native aides-de-camp to the Viceroy, the Governors of Madras and Bombay, and the Commanders-in-Chief, India, Madras, and Bombay, when moving on duty.

(b) Native commissioned and native non-commissioned officers and men proceeding on or returning from furlough are restricted to the free allowance of baggage conceded by railway companies for the class of accommodation provided.

(c) Not sanctioned for the families of private followers.

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## Transport of Troops—by Railway.

## III.—Baggage and Camp Equipage.

	Officers' mess. (a)	Sergeants' mess. (a)	Soldiers' cooking utensils.	Library and other regimental institutions.	Soldiers' voluntary workshops. (b)	Hospital equipment. (c)	Medical equipment. (c)	Regimental necessaries. (d)	Engineering stores and instruments.	Miscellaneous stores.
	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.	Mds.
Regiment of British cavalry or infantry . . . .	24	8	C. 24 I. 32	8	24	Vide Appendices 18 and 19, Army Regulations, India, Volume VI.	Vide Appendices 18 and 19, Army Regulations, India, Volume VI.	C. 60 I. 100	...	...
Wing of British cavalry with head-quarters . . . .	13	5	...	4	12			40	...	...
Wing of British cavalry without head-quarters . . . .	10	4	...	4	...			30	...	...
Wing of British infantry with head-quarters . . . .	18	6	...	4	12			75	...	...
Wing of British infantry without head-quarters . . . .	16	5	...	4	...			50	...	...
Troop of British cavalry, company of royal engineers or British infantry . . . .	4	2	4	2	3			8	...	...
Head-quarters of division and districts of royal artillery . . . .	...	4	...	...	...			...	...	...
Battery of { horse and field . . . .	6	4	6	4	6			16	...	...
royal ar- { garrison . . . .	6	4	3	4	3			...	...	...
tillery. { mountain . . . .	6	4	12	4	3			...	...	57½ (e)
Battery of native artillery . . . .	...	...	...	...	...			...	...	...
(Including batteries of Punjab frontier force) . . . .	...	...	...	...	...			...	...	...
Regiment of native cavalry . . . .	16	...	...	...	...			50	...	...
Wing of native cavalry . . . .	10	...	...	...	...			30	...	...
Regiment of native infantry . . . .	16	...	...	...	...			50	...	...
Wing of native infantry . . . .	10	...	...	...	...			30	...	...
Detached troop or company . . . .	...	...	...	...	...			4	...	...
Company of sappers and miners . . . .	4	2	4	2	3			8	10½	...

(a) These quantities are also allowed to troops proceeding on inland active service, and may be sent by railway at the public expense when the heavy baggage of corps moving in relief by route march is so despatched.

(b) This allowance is also applicable to troops proceeding on the line of march. In the event of additional carriage being required, commanding officers will arrange for the same, as is done when extra private carriage has to be entertained.

(c) Carriage for medical equipment will be supplied on the scale laid down in India Army Circular, 1881, clause 68.

(d) If it is found that the maximum allowance will not suffice for the regimental necessaries in possession, the general officer commanding the district is empowered, after satisfying himself that the accumulation of such necessaries was owing to circumstances beyond the control of the regimental authorities, to sanction the extra weight being taken. A copy of this sanction attached to the requisition for carriage will be sufficient authority for the despatching officer to provide the extra carriage required. Stores which are the *bona fide* property of Government, but not provided for in the scale of carriage above, can be despatched under the sanction of the general officer commanding a district, who will satisfy himself that their despatch with corps is necessary, and will refer for orders to army head quarters when any doubt as to the expediency of despatch exists.

(e) This includes arms, artificers' tools, blank cartridges, material for repairs and barrack stores, &c., but excludes spare harness and saddlery and veterinary stores, for which actual weight is allowed.

Regimental officers drawing 'office allowances' are not entitled to free conveyance for their office records or office property.

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 Transport of Troops—by Railway.
 

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## PART II.

## Sec. II.

## III.—Baggage and Camp Equipage.

I.—Medical and other officers according to relative rank. Deputy assistant commissaries not holding honorary commissions are entitled to the scale allowed for subalterns.

Senior apothecaries after three years' service in the first grade are entitled to the scale allowed for captains; those under three years' service, and those of the second grade, to the scale laid down for subalterns.

II.—Superintendents of army schools rank as a rule as captains.

Sub-inspectors of army schools rank as lieutenants.

III.—The quantity of baggage allowed to regimental officers will be regulated by their regimental rank when travelling on regimental duty, and by their army rank when travelling on other duties.

IV.—Subaltern officers arriving in India for the first time to join their corps and non-commissioned officers of British regiments promoted to commissioned grade, are, when not moving with troops and when travelling by railway, entitled to have one additional maund of baggage conveyed at the public expense, making five maunds in all.

V.—On the arrival in India for the first time, baggage to the following extent will be conveyed at the public expense for an officer's family:—

	lbs.	cwt.
For wife and all children under 14 years of age . . .	672	or 6
For each child above 14 years of age, an addition of . . .	56	„ $\frac{1}{2}$

This weight of baggage is, however, only allowed in cases of first landing until arrival at corps or station. A certificate to the effect that she has arrived in India for the first time during the current tour of Indian service of the regiment or battery to which her husband belongs should be attached to the passage requisition.

VI.—Schoolmasters and schoolmistresses are allowed baggage according to the following scale:—

	School- masters. Mds. Srs.	School- mistresses. Mds. Srs.
Married or unmarried, when moving with troops . . .	4 8	4 8
Ditto without troops, if accompanied by wife . . .	8 0	0 0
Ditto not so accompanied . . .	6 0	0 0
Ditto schoolmistress moving without troops . . .	0 0	6 0
Unmarried without troops . . .	4 8	4 8

NOTE.—The quantities as above to include professional books.

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## Transport of Troops—by Railway.

## III.—Baggage and Camp Equipage.

327. For all baggage in excess of the free allowance carried by ordinary passenger train, the rates charged to the public will be paid. For all baggage in excess of the free allowance carried by troop extra train, whether the freight be payable by Government or on the spot by the officer in charge, will be paid for at the rate of 0·8 pie per maund per mile.

328. In order that this excess baggage may be correctly paid for, officers commanding regiments or detachments are to have such baggage previously weighed,<sup>1</sup> and each officer commanding a troop, company, or detachment is to report to the commanding officer the amount for which he requires carriage on payment.

329. In the case of a troop extra train, provision is to be made by the despatching officer in concert with the railway officials for the transit of all private baggage in excess of the regulations.

330. The cost of the conveyance of the private baggage at the rates given in para. 327 is to be paid to the railway authorities before starting by the officer commanding the troops, the weight of the baggage and the amount of freight being entered in form D for the guidance of the accounts department.

331. Twenty seers of baggage, exclusive of arms and accoutrements and without reference to rank, for every person travelling by passenger or troop train and paid for at contract rates, will be carried by the railway free of charge to Government.

For persons paid for at tariff rates the amount of baggage to be carried by the railway free of charge to Government will be in accordance with the tariffs of the different railways. The free allowance of baggage will be calculated on the number of seats paid for.

332. The under-mentioned stores are authorized to be sent by railway at the public expense to British regiments and batteries:—

I.—Tools for regimental workshops when purchased by canteen funds.

II.—Quartermaster's stores and regimental necessities, provided the same have been furnished by the war office, both on first arrival of the stores and necessities from England, and on occasions of their being transferred from one corps or battery, under orders for relief from England, to another.

III.—Soldiers' annual clothing.

<sup>1</sup> The scales in use with the commissariat agent will generally be available for this purpose.

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Transport of Troops—by Railway.

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## \* III.—Baggage and Camp Equipage.

333. Baggage should reach the railway station two hours before the departure of the train, in charge of a guard and accompanied by a fatigue party, unless coolies have been provided as detailed in paras. 335 and 336.

334. When corps or large bodies of troops are proceeding by rail to Bombay for immediate embarkation, or from Bombay immediately on disembarkation, the whole of the heavy baggage will be despatched in one baggage train with a fatigue party and guard, and the troops with their light baggage will follow in separate trains. To admit of this arrangement being carried out, the brakes of the whole number of trains to be employed, and such additional wagons as may be required for the conveyance of the railway company's allowance of free baggage, together with the other wagons to compose the baggage trains, will be placed at the disposal of the local military authorities.

335. At Calcutta and all other military stations below Dinapore, coolies for the loading and unloading of British soldiers' baggage, on and from river and sea-going vessels, railways, and bullock trains, will always, at all seasons, be supplied to the regimental authorities on proper requisitions on the commissariat department. Above Dinapore, coolies for these purposes will only be supplied from the 15th of March to the 31st of October, as during the cold months troops will, when travelling by any of the above modes, load and unload their own baggage. Coolies for loading and unloading troops' baggage are specially employed at Carnac Bunder troop shed, Bombay, in connection with the transport service.

336. In exceptional cases during the cold weather, such as when regiments have suffered from cholera or other great sickness, or, after having made an unusually long or fatiguing march, they have to embark, or proceed by railway or bullock train, or when the weather is unusually hot, commanding officers will send in prompt requisitions to the commissariat department, giving in detail their reasons for requiring this aid. Invalids and families of soldiers will, on all occasions, at every station, and at all seasons of the year, be supplied with coolies for the above purposes.

**Baggage Regulations.**

337. The baggage of officers or soldiers, or small parties of troops travelling under Government warrant by *ordinary passenger trains*, will be weighed, booked, and ticketed in the same manner as that of private passengers, all excess over the regulated allowance of their rank being paid for before starting. The railway company becomes responsible for the baggage from the moment it is booked and ticketed until it is delivered over at the end of the journey.

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## Transport of Troops—by Railway.

## III.—Baggage and Camp Equipage.

338. When the railway authorities provide wagons specially for the conveyance of the baggage by *ordinary passenger train*, the baggage will be treated in the same manner as that of troops travelling by troop extra train.

339. An officer should be appointed to supervise the loading of the baggage, who is responsible that the *actual* weight of the baggage is correctly entered in column 5 of forms C and D, and that in the case of troop extra trains the two brake-vans and covered wagons are properly packed.

340. Baggage should be so stowed that the portion which may be required *en route* is easily accessible. With this view the officer in charge should mark all wagons, noting such as may require to be opened on the journey. Troops travelling by railway are not to be separated from their kits and bedding except in connection with the transport service at Bombay (para. 334).

341. Officers and soldiers travelling by rail are especially warned that it is necessary that all boxes containing money or other valuable private property should have their contents declared, and the packages specially booked and paid for in accordance with the rules of the railway company; for without these precautions the railway authorities are not responsible for their safe custody or transit.

342. The particular attention of officers in command of troops and of despatching officers is required to the prohibition against the despatch of luggage containing gunpowder, vitriol, aqua-fortis, turpentine, lucifer matches, or such combustible materials which the railway authorities refuse to carry except under special agreement; and commanding officers are held responsible that none of these articles are packed in the men's kits. Ammunition will be specially provided for by the despatching officers.

343. All baggage, public and private, to be conveyed in the Indian troopships is to be marked under regimental or private arrangements without remuneration from the State.

## Lost Baggage, &amp;c.

344. Soldiers travelling by railway should be warned that the baggage ticket is the voucher for their property, and that if it is not produced at the end of the journey, the station master will not deliver up the baggage, nor will any claim for its loss or damage be attended to.

345. Should any of the baggage not be forthcoming, the commissioned or non-commissioned officer in charge must *before leaving the*

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Transport of Troops—by Railway.

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## III.—Baggage and Camp Equipage.

*station* make his claim on the station master and demand redress, and on giving up the baggage ticket he must endorse on it what baggage is deficient, receiving from the station master a signed copy of the baggage ticket and endorsement, the railway company being required to produce the original baggage ticket when called upon to do so in case of compensation being claimed. The officer or non-commissioned officer in charge must also report the case to the commanding officer of the regiment or *depôt* to which the men are going, or to the staff officer on the spot; and the commanding officer or staff officer will at once communicate with the railway authorities with a view to the recovery of the property.

346. If the property lost is not recovered, or compensation for it not given within a reasonable period, the case should be referred to two arbiters, one to be nominated by the aforesaid commanding officer or staff officer, and the other by the local railway authorities.

In case the two arbiters are unable to agree, they should refer the case to a third, whose decision shall be final.

347. Commanding officers of regiments or *depôts*, or staff officers, to whom the loss of baggage is reported, are therefore to understand that the onus of recovering or obtaining proper compensation for it rests with them; and that until all the means above specified have been tried without success, they are not to forward any case to army head-quarters for disposal.

348. In all cases of losses of government or other property in transit by rail, the officer commanding is responsible that a prompt and thorough investigation is at once entered into and the proceedings recorded, and that a copy of the same be forwarded to the quartermaster general.

349. The attention of officers in command of troops travelling by rail is drawn to the fact that in cases of destruction of baggage, horses, &c., by fire or otherwise, indemnification for losses from government is only admissible under the circumstances and to the extent laid down in the army regulations.

## Padlocks.

350. With troop extra trains, the troops are responsible for the baggage. Padlocks and keys for securing the doors of the wagons on both sides will be supplied by the railway authorities, and the commanding officer will take such measures for guarding the locked wagons as he may deem expedient.

351. Should the railway authorities detach a wagon from the train, or in any way assume charge of the contents of a wagon, they become responsible. On such occasions the keys will remain with the commanding officer, and the railway authorities will either affix their seals, or padlocks, in addition to those already provided to the detached wagons.

### Transport of Troops—by Railway.

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**354.** Rupees 2 will be recovered from the officer in command of the troops for each padlock and key lost or damaged.

355. Officers proceeding by rail on duty, likely, in the opinion of the officer ordering the passage, to render the use of camp equipage necessary, will be allowed free conveyance for it within the following maximum scale, provided that in the event of an officer not being in possession of the full weight of camp equipage, only the actual weight within the maximum is to be entered in the warrant :—

										Maunds.	Seers.
Staff.	{	General officers commanding forces . . . . .								Discretional.	
		Do. do. divisions . . . . .								48	38
		Brigadier generals . . . . .								34	24½
Regimental.	{	Colonels, lieutenant-colonels and . . . . .								} 25	23½
		Majors in command . . . . .									
		Majors not in command and . . . . .								} 14	20½
		Captains commanding . . . . .									
		Captains . . . . .									
Subalterns . . . . .								11	10		

356. Combatant honorary commissioned and warrant officers when travelling on duty by rail will be allowed free conveyance for their own tents within the following maximum scale :—

	Maunds.	Seers.
Honorary captains and Honorary lieutenants . . . . . }	11	10
Conductors and sub-conductors . . . . . }	8	21½



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## Sec. II.

## IV.—Servants, Establishments, and Chargers.

## Servants.

357. The following is the maximum scale of servants and followers for which free conveyance by rail is authorized when officers and troops proceed on duty at the public expense (*vide* clause (a) and para. 501 (b)).

	Personal servants, exclusive of Horse attendants.	Followers allowed when Camp equipment is taken.
General officers commanding forces (discretional).		
"    "    divisions . . . . .	12	6
"    "    brigades . . . . .	9	5
Colonels, lieutenant-colonels, and majors in command . . .	5	3
Majors not in command and captains commanding . . . . .	5	2
Captains and subalterns . . . . .	5	1
Native commissioned(a) officers, warrant officers(b), and their families(c), army schoolmasters and schoolmistresses(d); staff sergeants,(b) whether regimental or departmental; British non-commissioned officers of the sappers and miners; European, Eurasian and native clerks(e), and commissariat gomashtahs and purveyors in receipt of R50 a month and upwards . . . . .	1	...
<i>Mess.</i>		
Regiment of British cavalry or infantry . . . . .	16	4
Wing of British cavalry or infantry . . . . .	10	2
Troop of cavalry, company of royal engineers, sappers and miners, or British infantry . . . . .	3	1
Battery of royal artillery . . . . .	6	2
Regiment of native cavalry or infantry . . . . .	8	2
Wing of native cavalry or infantry . . . . .	5	1
Troops, exclusive of the authorized native establishments paid by Government . . . . .	10 per cent.	

The chief clerks of the adjutant general's and quartermaster general's offices at army head-quarters are entitled to five personal servants.

(a) "Native commissioned officers are entitled to take a servant when travelling by railway at the public expense, except when proceeding on or returning from furlough."

(b) A warrant officer or staff sergeant, or British non-commissioned officer of the sappers and miners, is also entitled to passage for one servant by bullock train when any portion of his entire journey at the public expense is by railway.

(c) Only one servant allowed whether families travel with or without their husbands

(d) Being unmarried, or whose husband is not a schoolmaster, or serving in the regiment, or is not travelling with her.

(e) Provided the clerk's salary is R50 per mensem or upwards: if under that amount, he is only allowed to take a servant in the event of the head of his office deeming it necessary as a *bond fide* charge.

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## IV.—Servants, Establishments, and Chargers.

- (I) Officers proceeding to a port for embarkation to England or the colonies are however restricted to free conveyance for servants as follows :—

Single officers and married officers, un-	} One servant.
accompanied by their families.	
Married officers, accompanied by their	} Two servants.
families.	
The family of an officer travelling se-	} One servant.
parately.	

If a sick officer, or a sick member of his family is certified by the local military and medical authorities to require special care, an extra servant, or in the case of an officer, a European soldier attendant, may be allowed.

- (II) Medical and other officers according to relative rank. Deputy assistant commissaries not holding honorary commissions are entitled to the scale allowed for subalterns. Senior apothecaries after three years' service in the first grade are entitled to the scale allowed for captains; those under three years' service and those of the second grade, to the scale laid down for subalterns.
- (III) Mounted officers are allowed, in addition, two attendants for each horse authorized to be conveyed free by rail,—one attendant to be entered in the warrant as accompanying the horse, the other to be included in the list of followers.
- (IV) The families of the private servants of officers are not entitled to free conveyance by rail under any circumstances.
- (V) Second class accommodation is sanctioned for the European servants<sup>1</sup> of an officer travelling on duty by rail, provided the aggregate expense of their conveyance does not exceed what would be incurred if the full number of servants allowed by this rule were provided with 3rd class passages.

358. When a native commissioned officer dies while serving with his regiment at a station out of the presidency to which his regiment belongs, free passages by rail, to the station in its own presidency from which the regiment was last removed, will be granted to the servants of such officer, provided they were conveyed thence at the public expense in the first instance.

359. In the event of a medical board recommending that a soldier servant be sent with a sick or insane officer, elsewhere than to a port for embarkation to England or the colonies, passage at the public expense will be granted, provided the aggregate expense of the conveyance of the soldier does not exceed what would be incurred if the authorized number of native servants allowed by para. 357 were provided with third class passages, when accompanying the officer. For

<sup>1</sup> Not applicable to soldier servants, except as provided for in para. 359.

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## IV.—Servants, Establishments, and Chargers.

officers proceeding to a port for embarkation to England or the colonies, see para. 357 (a).

Under all other circumstances, the travelling expenses of the soldier servant, both to and from, must be borne by the officer, and in case of his demise, recovered from his estate. A railway warrant is in these cases not admissible save as provided for in para. 272.

360. An allowance of R20 and free rations will be given to attendants selected by the medical authorities at Bhowanipore lunatic asylum for taking charge of female insanes proceeding from Calcutta to Bombay *en route* to England, with a return passage from Bombay (and free rations) if desired.

361. When a regiment proceeding to England is relieved by another direct from England or from another presidency, the permanent regimental native establishments are to be kept on pay, and transferred to the relieving regiment on its arrival. In the event of a regiment coming from another presidency by route march, and not by rail, the establishments belonging to that presidency should be returned as soon as possible.

362. All permanent native establishments are to be left behind when a regiment, either without relief or on being relieved by a regiment having its own establishments, proceeds by railway direct for embarkation for England or for transfer to another presidency. A detailed report of the establishments thus left behind is to be made to the quartermaster general, who will issue instructions regarding their disposal. See also Army Regulations, India, Volume V, regarding disposal of bazar establishments of British troops proceeding on service, also of weighmen of the bazar establishment of native troops proceeding on service.

363. On the occasion of troops travelling by railway the bullocks belonging to the puckallie bhistees are to be disposed of as follows<sup>1</sup>:—

I.—A committee consisting of the executive commissariat officer, when practicable the quartermaster or some other officer of the regiment to which the bhistees are attached and a captain of another corps, if available, is to be assembled at the station where the railway journey is commenced, to value the bullocks.

II.—The bhistee is to have the option either of taking the value thus assessed and of providing himself with another animal on the termination of the railway journey, or of being then supplied with an equally good animal by the commissariat department.

III.—In the event of the bhistee accepting money-payment, he will only be entitled to draw the pay allowed to a bhistee

<sup>1</sup> In the Bombay presidency, clause V only of this para. is applicable.

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without a puckallie until such time as he may provide himself with another animal. If, however, he agrees to be supplied with a bullock by the commissariat department, no deduction is to be made from his pay as a puckallie bhistee.

IV.—Any reference as to the inferiority of the bullock thus supplied by the commissariat department is to be decided by a committee constituted as laid down in clause I, and any difference in value considered due to the bhistee by this committee is to be paid at once by the commissariat department.

V.—Regiments ordered on service or into district camps, or when required to leave the line of railway at points where bullocks are not easily procurable, will, as heretofore, take their puckallie bullocks with them, or at any time if most convenient or less expensive to government.

## Chargers.

364. The following is the authorized scale of chargers for staff and departmental officers and others for which they are entitled to conveyance by rail when proceeding on permanent duty at the government expense; as also of the number they may be allowed to take when proceeding on, or returning from, service in the field, unless the particular nature of such service renders a special reduction of the complement necessary :—

	Ordinary comple- ment.	Allowed on field service.
Commander-in-Chief . . . . .	8	{ Discre- tional.
Major general commanding a division . . . . .	{ 2	
Brigadier general commanding a brigade . . . . .		
Adjutant general . . . . .		
Quartermaster general . . . . .		
Commissary general . . . . .	{ 2	3
Surgeon general . . . . .		
Judge advocate general . . . . .		
Deputy adjutant general . . . . .		
Deputy quartermaster general . . . . .	{ 2	0
Deputy commissary general . . . . .		
Deputy surgeon general(a) . . . . .		
Inspector general of ordnance . . . . .		
Deputy inspector general of ordnance . . . . .	{ 2	
Inspector general of artillery(b) . . . . .		
Inspector general of cavalry(b) . . . . .		
Assistant adjutant general for musketry . . . . .		

(a) As a deputy surgeon general does not, as a rule, require to be mounted for his ordinary inspection, free conveyance for a charger is only admissible when one is required for the service on which he is travelling.

(b) Free conveyance for three chargers is allowed to the inspector general of artillery in India when proceeding to and from artillery or other camps in connection with his office; and for the inspector-general of cavalry when proceeding on tours of inspection, or to and from camps of instruction or camps of exercise.

Under the same circumstances their brigade majors are allowed free conveyance for two chargers each.

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	Ordinary comple- ment.	Allowed on field service.
Military secretary to the viceroy . . . . .	2	3
Military secretaries to governors of presidencies . . . . .		
Military secretaries to commanders-in-chief . . . . .		
Aides-de-camp to the viceroy . . . . .		
Aides-de-camp to governors of presidencies . . . . .		
Aides-de-camp to commanders-in-chief . . . . .	1	1
Interpreters to commanders-in-chief . . . . .		
Surgeon to commander-in-chief in India . . . . .		
Medical officer having relative rank of field officer . . . . .	3	3
Medical officer if attached to a native cavalry regiment . . . . .	2	2
Medical officer not having the relative rank of field officer attached to a native cavalry regiment . . . . .		
Medical officer in charge of a native infantry regiment or company . . . . .	1	1
sappers and miners . . . . .	0	1
All other medical officers(c) . . . . .	1	2
Deputy judge advocate . . . . .		
Assistant adjutant general . . . . .		
Deputy assistant adjutant general . . . . .		
Assistant quartermaster general . . . . .		
Deputy assistant quartermaster general . . . . .		
Brigade major(b) . . . . .		
Aides-de-camp to lieutenant-governors . . . . .		
Aides-de-camp to general officers . . . . .		
Field engineer . . . . .		
Commissary of ordnance . . . . .	2	2
Assistant commissary general . . . . .		
Deputy assistant commissary general . . . . .		
Sub-assistant commissary general . . . . .		
Veterinary surgeon of whatever rank or class . . . . .	1	0
Garrison instructors(d) . . . . .	0	4
Commandant of artillery . . . . .		
Chief engineer . . . . .	0	1
Duly authorized chaplains . . . . .		
Brigade quartermaster . . . . .		
Baggage master . . . . .		
Provost marshal . . . . .		
Deputy commissary . . . . .	1	1
Assistant commissary . . . . .		
Deputy assistant commissary . . . . .		
Senior apothecary . . . . .	0	1 and a pony.
All other departmental commissioned officers, each . . . . .		
Subordinates of the public works department . . . . .		
Controller of military accounts . . . . .	0	1
Examiner and field paymaster . . . . .	0	1
Field treasure chest officers(f) . . . . .	0	1

(c) If proceeding to or from a camp of exercise, or accompanying troops moving partly by rail and partly by route march, free conveyance for one charger is allowed.

(d) Except in the case of transfer to another presidency, all officers belonging to the establishment for garrison instruction are entitled to conveyance for one horse when transferred from one centre of instruction to another for the public convenience.

(e) If considered absolutely necessary for the performance of their duties.

(f) This scale is intended to provide for officers not otherwise entitled to take a horse at the public expense, and for officers, similarly circumstanced, who may be appointed in the field, and who will be allowed passage back to their stations, in India, for one charger maintained for treasure chest work.

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## Transport of Troops—by Railway.

## IV.—Servants, Establishments, and Chargers.

365. Free conveyance for the field service scale of chargers will be allowed for assistants and deputy assistants adjutant general and quartermaster general when accompanying His Excellency the Commander-in-Chief on tours of inspection, or when proceeding to and from camps of exercise.

366. The number of horses for which regimental officers are entitled to conveyance at the public expense, when proceeding on or returning from duty of a permanent nature, is as follows:—

		Ordinary complement.
Royal horse artillery and British cavalry.	Colonels and lieutenant colonels (royal horse artillery) and field officer (cavalry) (d)	4
	Major (royal horse artillery)	3
	Captain (cavalry)	3
	(royal horse artillery)	2
Field artillery, (a) and mountain train, heavy field and siege train batteries.	Subalterns, riding master, and quartermaster	2
	Field officer	1(c)
	Major commanding battery	2
	Captain	2
	Subalterns, quartermaster	1

When the adjutancy of a horse or field brigade is held temporarily by a subaltern officer, an additional charger is allowed.

Subaltern officers of field artillery on service are allowed a second charger.

		Ordinary complement.
Garrison artillery and British infantry.	Field officer (b,c,d)	1
	Officer of whatever rank if in command of the brigade or regiment; adjutant and quartermaster when marching to or beyond the railway station	
British infantry	Instructor of musketry; officer acting as field officer under circumstances which involve forfeiture of the allowance by the officer for whom he is acting; officer commanding a detached wing; adjutant of a detached wing	1
Sappers and miners	All European combatant officers	1
	Commandant	3
Native cavalry	All other European combatant officers	2
	Mounted native officers	1
Native infantry	All European combatant officers	1

Regimental paymasters according to relative rank.

367. Chaplains proceeding with troops on field service will be allowed free conveyance for one horse.

368. An hospital assistant, purveyor, or transport agent, is allowed free conveyance for a pony when proceeding on, or returning from, field service.

(a) In the event of field batteries being ordered on service, the combatant officers who draw allowance for one horse will be allowed to select a remount and to draw the extra allowance.

(b) Majors of garrison artillery are not entitled to conveyance for a charger.

(c) When in independent command 2 chargers, *vide* paras 421 and 422, Army Regulations, India, Volume I, Part I. Lieutenant-colonels of garrison artillery in forts, 1 charger.

(d) Majors of British cavalry and infantry on the lower rate of pay are entitled to conveyance for the number of chargers for which they draw horse allowance, *viz.*

Majors of cavalry—3 chargers.  
" infantry—1 charger.

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Transport of Troops—by Railway.

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## IV.—Servants, Establishments, and Chargers.

369. Officers when proceeding on ordinary tours of inspection, or on a duty of a temporary nature for, the performance of which it is necessary they should be mounted, will only be allowed free passage for one charger, except in the case of the head-quarters or personal staff attending the commander-in-chief on tour or inspection duty, when free conveyance will be allowed for their chargers to the extent laid down in paragraphs 364 & 365, and the brigadier general commanding and assistant adjutant general, Punjab frontier force, who are each allowed free conveyance for two chargers during their tours of inspection of the force.

370. A mounted officer proceeding on an ordinary tour of inspection, for which he is entitled to receive mileage allowance, will receive a passage warrant for a charger for such portions of the journey as he may perform by rail, provided he requires a charger for the performance of his duties.

371. An instructor of army signalling, when detached on duty for the due performance of which it is necessary he should be mounted, will be allowed free passage for his horse, unless there is time for him to send it by road. When the officer under whose authority the pass is given is satisfied that the latter course is not feasible, the officer should certify the same, and this certificate will be sufficient authority to the accounts department to accept the charge.

372. Officers of the royal engineers, attached to the sappers and miners, when on service or on service movements, are allowed free passage by rail for two chargers, with permission to keep them in camp. This indulgence is only allowed when the officer taking a second charger with him is able to show necessity for so doing. The concession in no way involves the question of horse allowance.

373. Officers of royal artillery and British cavalry regiments serving in India appointed probationers for the staff corps for service in the cavalry branch on first proceeding to join the native cavalry regiments to which they are posted, are allowed free conveyance by rail for their chargers under the rules laid down in para. 380, when the distance to be travelled exceeds 200 miles.

373A. An officer attached, or belonging, to a native cavalry regiment proceeding to another station to undergo a course of equitation under para. 343, Army Regulations, India, Vol. II, is allowed free conveyance for a charger if the officer commanding the regiment to which the officer is to be attached for the course, certifies that a charger is absolutely necessary.

374. Officers who are probationers for the staff corps, are not entitled to transport for a horse when proceeding by rail or sea from one

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## IV.—Servants, Establishments, and Chargers.

station to another to pass the examination for admission to the staff corps.

375. Mounted officers permanently transferred from one station or corps to another are allowed transport for the regulation complement of chargers.

376. Mounted officers proceeding with corps to Aden are entitled to free rail passage for their chargers to Bombay.

377. If an officer when travelling by ordinary or troop train takes more horses than those for which he is entitled to conveyance, they will be entered in the warrant under the heading provided for the purpose. For these horses the owner must pay in cash to the station master; such payment to be the difference between the total charge for the whole of the horses and that which would have been payable by Government had the number allowed free only been taken. All horses entered in the warrant, both public and private, will be booked as the property of one owner, *viz.* Government. The requisition for carriage (form B for ordinary trains and form D for special mixed, special passenger or troop extra train) should show the total number of horses for which accommodation is required.

378. The charge for the conveyance of the horses will be made on the aggregate number of private horses conveyed, the officer commanding the troops being responsible for the allotment of the charge to, and the recovery on the spot of the amount from, each officer which should be clearly noted at foot of the railway warrant (form D). The amount recovered should be credited to government through the regimental or battery accounts.

379. An officer entitled to conveyance at the public expense, on arriving in the country and proceeding to join his regiment or appointment where his duties require him to be mounted, is entitled, if he provide himself with chargers on the spot or *en route*, to have them conveyed at the public expense by rail. On arrival at his destination, it will be necessary for him to forward to the examiner, commissariat accounts, through the general officer commanding the district, a certificate that the horse thus carried has been passed as a charger; failing this, the amount due on the pass will be recovered from the first issue of pay due to the officer.

The provisions of this paragraph do not apply to officers appointed probationers for the staff corps from regiments serving out of India.

380. Free conveyance by rail is, however, only to be granted for the number of chargers an officer is entitled by his rank to keep, and provided they are *bonâ fide* his own property.



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Transport of Troops—by Railway.

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381. The minimum rate charged by the East Indian Railway Company when a horse-box is attached to a mail train between Howrah, Allahabad, and Jubbulpore, being the fare for three horses, a single charger can only be forwarded by mail between those stations on occasions of emergency, and on a certificate from the despatching officer that its conveyance by mail train is necessary.

382. If officers' chargers cannot proceed in the same train with their owners, separate warrants are to be granted for the chargers and their attendants, distinct from the officers' personal warrant.

383. Officers appointed to the commissariat department on probation, even when transferred from one executive to another to take sole charge, and officers proceeding to, or returning from, the course of garrison instruction, or from classes for military signalling, are not entitled to free conveyance for their chargers.

384. Officers of the military accounts department when moved from one presidency to another, either on temporary or permanent promotion, or when moving on duty in the presidency to which they belong, are not allowed free passage for horses.

385. Officers detailed for duty on the staff of a general officer, in order to qualify themselves as candidates for the staff college, or officers detailed to stations in order to complete their staff college course, by serving with the various arms, are allowed free passage by railway for one charger, provided that in both cases the distance to be travelled is upwards of 200 miles.

386. Mounted officers under orders to proceed to England, even if permitted to take their chargers on board a troopship, are not allowed free passage by rail for them to the port of embarkation. This rule does not apply to the cases of officers proceeding on active service out of India.

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## Steamers and Troop Boats, Indian Rivers.

## SECTION III.—STEAMERS AND TROOP BOATS, INDIAN RIVERS.

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|---------------------------------|---|
| I.—General Instructions.        | IV.—Servants of Officers, Warrant Officers, &c. |
| II.—Rules for Messing, &c.      | V.—Chargers,                                    |
| III.—Baggage and Camp Equipage. | VI.—Special Rules for Madras.                   |

## I.—General Instructions.

386. A. (For officers authorized to grant passage orders (Appendix XXA) by river steamer or boat, *vide* para. 201, section II, clauses *a*, *c*, and *e*.) The deputy surgeon general, eastern frontier district, and sanitary commissioner of Assam, is also empowered, when proceeding on tours of inspection by river steamer, to sign his own warrants.

387. The space to be provided on the deck of a river steamer or troop boat, proceeding on a voyage of more than three days' duration, is not to be less than 6 by 2 feet for each European soldier, woman, or two children under 10 years of age. During the rains and hot season the full space of 6 by 2 feet is always to be allowed. Natives of public establishments and the authorized proportion (11 per company) of servants of the men are to be allowed 6 by 1½ feet each.

388. Each European is allowed, in addition, a space of 7 cubic feet for his kit and bedding in the hold; and for each family, in addition to the space allowed for bedding, a box of not more than 5 cubic feet: space for this box will be allowed on deck, where it is to be kept.

389. When a detachment has arms, the rifles and accoutrements will be slung overhead at such height as will allow perfect freedom of movement about the deck; but the greatest care must be taken that the supports and lashings be perfectly strong and secure.

390. In Bombay, and on the river Indus, when a detachment has arms and accoutrements, should the voyage exceed three days, the arms are invariably to be packed in boxes and stowed away in the hold, the proper proportion only being kept out for guard purposes. The accoutrements are ordinarily to be tied up in the centre of the vessel to the ridge pole of the awning.

391. The quartermaster general's department is answerable that due space is provided for a detachment according to its strength, and will point out to the officer commanding the party the limits within which it is included.

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## I.—General Instructions.

392. The commanding officer of a regiment or detachment will specially indent for freight for every description of public stores that are to accompany it, and forward a list of the packages in which they are contained, giving the dimensions of each, with a general description of its contents, such as "quartermaster's stores," "regimental school," &c. Such stores are never to be shipped with the baggage of the men, or be in any way mixed up therewith.

393. No regimental, medical, or commissariat stores intended for use during the voyage are to be shipped in the compartment of the hold in which the men's baggage is to be placed, so that the bedding when once sent down below may not be disturbed.

394. No baggage of any kind is to be kept on deck during the day, with the exception of the box allowed to each family. Such portion of the men's kit as is required for use on the voyage may be kept in the bedding, and the men will retain their havresacks. The bedding is to be sent below at an early hour every morning. The bedding to be occasionally aired.

395. All baggage is invariably to be shipped before the men embark, nor should more than a small guard, to see that it is not injured in shipment, be allowed to accompany it on board.

396. These rules are equally applicable to native detachments, establishments, and followers: these will, however, be allowed only 4 cubic feet per man in the hold for their baggage.

397. An officer proceeding on duty shall, in all cases when practicable, have a cabin assigned to him.

398. When native commissioned officers of regiments or departments proceed on duty or on sick leave or on being pensioned or invalided, they will be provided, if on board a private vessel in which screened berths are not available, with second class accommodation. Due arrangements shall also be made, whenever practicable, for providing the conveniences necessary to enable those who can cook on boardship to do so.

399. The family of an officer is allowed to accompany him free of charge for passage, when no accommodation beyond that assigned for the officer himself is occupied by them, but any extra accommodation for families or baggage must be arranged for by the officer himself, exactly as by any private passenger.

400. Separate hospital accommodation is invariably to be provided for every detachment of 50 men and upwards; but as no man seriously ill is to be permitted to embark with a detachment of troops, it need not be extensive, the stern cabin or guard room of a Government steamer (both, or extra accommodation, are required when the troop boat is

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## I.—General Instructions.

double-decked), or the cabin built on the boats belonging to private companies, being considered sufficient. Where these are not obtainable, space equal to 5 per cent. of the whole strength, at 7 by 2½ feet each, is to be marked off on deck for hospital purposes, and is to be additional to the 6 by 2 feet provided for the men. When a European detachment is embarked, a small dispensary should, if possible, be provided.

401. The medical officer is invariably to satisfy himself that all medicines, medical comforts, disinfectants, &c., required by the regulations are actually on board the vessels.

402. Officers commanding detachments proceeding on board of one or more flats, towed by a river steamer, are strictly prohibited from moving the men from one vessel to another for parade or other purposes.

The men are to be paraded and inspected on board the boats on which they have their quarters.

403. In consequence of the frequent occurrence of fatal accidents on board river steamers and flats conveying soldiers, sentries shall invariably be posted on their decks to prevent the men from sitting on the rails or even approaching the sides, especially at night.

404. One-third of the men in health composing a detachment are invariably to be told off each day as a watch, and will remain on deck during their tour of duty.

405. The deck or decks to be swept and cleaned every morning at gun-fire; the lower deck in troop boats being scrubbed twice a week, during which operation the troops to be removed to the upper deck. The officer commanding the party to be responsible that every facility is afforded for the performance of this most necessary duty.

406. In a two-decked vessel no baggage is to be allowed to be placed over the hatches of the upper deck so as to obstruct the free circulation of air below.

407. The privies are to be frequently cleansed during the day by having water poured down them.

408. The decks and privies are to be sprinkled with chloride of lime as often as may be considered necessary by the officer or subordinate in medical charge of the detachment; and the commanding officer must recollect that upon the frequent and close attention paid to the scrupulous cleanliness of that part of the vessel occupied by the men will depend their health and comfort.

409. A commissariat agent will accompany each detachment consisting of more than seven men and serve out the daily rations every morning at sunrise, agreeably to a scale in his possession, a copy of which, as well as of his instructions for general guidance, will be furnished to

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Steamers and Troop Boats, Indian Rivers.

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## I.—General Instructions.

the commanding officer by the commissariat department. A copy of the scale of rations will also be posted up in a conspicuous place near the spot where the rations are issued.

410. None of the men are to be allowed to interfere with the commissariat gomastah, nor to meddle with the stores in his custody.

411. Rum is only to be issued under direct authority of commanding officers on daily indents (which are made over to the commissariat agent), and will be paid for by the men at the rate of one anna per dram, and by the commanding officer at destination on bills made out from the daily indents, at Rs2 per gallon, the cost of the rum establishment being paid from the profits on the issue. It is to be issued from the casks at proof strength, but reduced to 25 per cent. below proof, being three parts *proof* spirit to one part water, under the orders of commanding officers, before being given to the men.

412. Commanding officers authorizing or directing any deviation from the instructions issued to the commissariat agent are required, should expense be thereby incurred, to furnish him with authority in writing as a voucher.

413. The commanding officer is to furnish, on the evening of every day when fresh provisions are issued, a certificate stating their quality.

414. The commanding and medical officers of a detachment are, in all practicable cases, to attend the committee of survey held upon provisions and stores before shipment, so that objection to any of inferior quality may be made before the detachment embarks. Should such committee, however, not have been assembled, the commanding officer must take measures to satisfy himself that the provisions and stores shipped for the use of his detachment are good, and the commissariat department will replace any he or a committee to be assembled by him, if time and circumstances permit, may deem to be inferior, as the officers of that department are responsible that no objectionable articles are supplied.

415. When it may be absolutely necessary to send European non-commissioned officers or soldiers, not exceeding seven men, by river steamers, the men shall be subsisted for the period of their stay on board by the commander or engineer of the steamer at a charge of (3) three rupees per man per day.

416. This sum shall include all charges for messing, rum and malt liquor being alone excepted. Of these, a proper supply, with reference to the number of men and of the probable period of their stay on the steamer, shall be put on board by the commissariat department, and the same shall be retailed to the men by the commander or engineer, who

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shall be responsible to the commissariat department for the proceeds of sale, and for any surplus of the articles.

417. The whole charge of (3) three rupees per man per day shall be payable by government, but the amount shall be paid to the commander of the steamer by the parties concerned before disembarkation, and recovered by them on contingent bills<sup>1</sup> pre-audited by the examiner of commissariat accounts in accordance with instructions laid down in clause 17, military accounts circular, No. 499 of 1880.

In the case of parties not exceeding twelve in number, travelling by steamers of the Irrawaddy flotilla company, the above course will not be adopted, but the despatching officer will insert on the passage order the words 'with diet,' and the company will recover the cost with the cost of the passage.

418. For parties of more than (7) seven men, the commissariat department shall ship provisions.

419. On no account is the carrying or slaughter of cattle for rations to be permitted on board any troop boat or steamer carrying troops. This rule is not, however, to be understood as to include the sheep taken by the commander of the vessel to supply his passengers' table, nor for the necessary supply of the sick between the coaling stations.

420. A non-commissioned officer is to be told off to be present whenever the commissariat agent may have occasion to open that compartment of the hold where rum and other commissariat stores are kept. It will be his special duty to see that the place is kept perfectly clean, and free from all accumulations of waste stores, stale vegetables, &c.

421. When water casks are shipped for the passage through the Sunderbunds and for the sea passage from Keamaree to the Indus, and *vice versa*, they are all (unless one or two be retained for the purpose of fining the water for the men's drinking) to be landed at the first station whence their use can possibly be dispensed with. Arrangements must, therefore, be entered into for the empty casks being sent back to Calcutta and to Keamaree by return of Government or other vessels.

422. On embarkation the commanding officer will take the muster of the detachment, and forward an embarkation return (Appendix XX) to the officer of the quartermaster-general's department at the presidency. This return must include every person attached to the party in whatever capacity, the commanding officer being held responsible that no one is allowed to proceed as a "follower of the troops" who is not authorizedly so, and he should require officers under his command to

<sup>1</sup> Supported by certificates from the commander, showing the period for which the parties were subsisted on board

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 Steamers and Troop Boats, Indian Rivers.
 

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## II.—Rules for Messing, &amp;c.

state that all servants who may accompany them are *bonâ fide* their own personal attendants.

423. Horses, dogs, or wild animals are on no account to be shipped on a vessel the deck of which is taken up for troops.

424. The officer commanding the troops is in no way to interfere with the progress of the vessels; should detention at any place be absolutely necessary, he must make his requisition on the commander of the steamer in writing, at the same time making a full report of the circumstances necessitating the same to the officer of the quartermaster general's department at the presidency, for the information of the commander-in-chief.

425. Officers passing any principal stations or forts by the river route are to report their arrival to the station or garrison staff officer, in order that they may receive any orders which may be awaiting them.

## II.—Rules for Messing, &amp;c.

426. Soldiers are not to be permitted to land at any place, unless under strict supervision, and in no case whatever are they to visit the native bazaars. If it is necessary to land soldiers for exercise, there is no fear of any excesses being committed if commanding officers place a cordon of sentries under the supervision of officers or non-commissioned officers, and cause the men to be kept within prescribed limits.

427. The table expenses of officers proceeding on river steamers are to be paid in advance to the commanders. On private river steamers messing fees are paid by the officers concerned, and the charges on account of the share of table-money borne by Government are recovered from circle or regimental paymasters or officers commanding batteries of artillery and native regiments, as the case may be, on contingent bills pre-audited by the examiner of commissariat accounts, *vide* paragraph 417.

428. The following daily stoppages for messing will be made from officers, warrant officers, non-commissioned officers and men provided with passage by river steamer:—

	R	a.	p.
General officers, brigadier generals and officers of relative rank . . . . .	3	4	0
All other officers and senior apothecaries . . . . .	1	4	0
Warrant officers and non-commissioned officers and soldiers in military employ and their families . . . . .			free.
Ladies over 16 years . . . . .	3	0	0
Children 7 to 16 years . . . . .	2	0	0
„ 1 to 7 „ . . . . .	1	8	0
„ under 1 year . . . . .			free.
European male or female servants . . . . .	1	4	0
Native „ „ „ . . . . .	0	3	0

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## Sec. III.

## Steamers and Troop Boats, Indian Rivers.

## II.—Rules for Messing, &amp;c.

429. The following daily stoppages for messing will be made from officers accompanying His Excellency the Commander-in-Chief or other high officials on duty, and provided with passages by river steamers, when wine or beer is included as part of the messing provided :—

										Per diem.		
										Rs.	a.	p.
General officers	.	.	.	.	.	.	.	.	.	4	8	0
Field officers	.	.	.	.	.	.	.	.	.	4	0	0
Captains	.	.	.	.	.	.	.	.	.	3	0	0
Subalterns	.	.	.	.	.	.	.	.	.	2	0	0

430. When the sum charged for messing an officer proceeding on duty on board a private company's steamer exceeds the daily sum prescribed to be recovered from officers proceeding by government river steamer, the difference may, if the whole charge has been paid by the officer, be recovered in a contingent bill.

431. With the view of ensuring the more speedy recovery of that portion of the table-money which, under existing regulations, is recoverable from officers proceeding by sea, at the public expense, from any Indian port to another port in India, the officer granting the free passage shall be required, when notifying the same to the applicant, to warn him in writing that certificates of the dates of his embarkation and disembarkation, signed by the commander of the vessel, and countersigned by the officers of the marine or quartermaster general's department, as the case may be, at both ports, if possible, but at all events at the port of disembarkation, must be appended to the bill in which his pay is next drawn. The officer granting the free passage will also give notice of the same to the controller of military accounts for communication to the proper paymaster, who will be responsible for recovering whatever portion of the table-money may be debitable to the officer from the period that he was messed on board, and who will disallow his pay and allowances until the certificates above mentioned are presented. These rules are applicable also to the case of officers provided with free passages by river vessels.

## CERTIFICATES, &amp;c.

No. \_\_\_\_\_ of 18 .

## EMBARKATION CERTIFICATE ON ACCOUNT OF TABLE-MONEY.

\_\_\_\_\_ Certified that the officer specified in the  
\_\_\_\_\_ margin has been granted free passage, and  
\_\_\_\_\_ embarked this day, on \_\_\_\_\_



## Steamers and Troop Boats, Indian Rivers.

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for

Commander.

Station

18 . }

Asst. Quartermaster General.

No. \_\_\_\_\_ of 18 .

## DISEMBARKATION CERTIFICATE.

Certified that the above-named officer disembarked from the above specified vessel on \_\_\_\_\_ 18 .

Commander.

(Place) \_\_\_\_\_

(Date) \_\_\_\_\_

Asst. Quartermaster General.

## WEEKLY PROGRESS REPORT.

(STATION AND DATE.)

SIR,

I have the honour to report that the detachment, detailed in the margin, under my command, has made the following progress since my last report, dated \_\_\_\_\_ from \_\_\_\_\_

Locality.

Date.

: : : : :

To

THE ASSISTANT QUARTERMASTER GENERAL.

I have, &amp;c.,

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## III.—Baggage and Camp Equipage.

432. Rations (including grocery) are supplied gratis, and without prejudice to subsistence allowance, to the families of soldiers on boardships or river steamers. When rations are short issued, the amount of compensation due to the troops will be paid by the master or owner of the vessel on arrival at their destination and before they disembark.

433. Government peons provided with free passages on a government vessel shall be messed by the syrang of the vessel at a rate of charge (ordinarily of 4 annas a day per head) to be fixed by the Government of India in the marine department; the charge shall be paid by government to the syrang, and no portion of it shall be recovered from the peons.

434. Batta at the rate of 3-10ths of salary will be allowed to government peons who may be provided with passages on private steamers, when the expense of their passage does not include the cost of messing. Peons in the Bombay presidency are allowed batta at the following rates: jemadar of peons, 2 annas; havildars of peons and chobdars, 1½ annas; peons and menial servants of this class, 1 anna a day.

435. Native clerks of departments or offices who, owing to caste prejudices, make their own arrangements for messing when proceeding on duty at the public expense on river steamers, are entitled to table-money at the rate of three-tenths of salary but not exceeding R. 3, and not less than annas 4, for every day on which they dine on board.

## III.—Baggage and Camp Equipage.

436. Officers are allowed no space whatever for their baggage beyond what they may take in their own cabins.

437. Officers proceeding on duty likely to render use of camp equipage necessary will, when practicable, be allowed free conveyance for such camp equipage as may be deemed necessary (Appendix IV), the necessity for taking it being decided by the authority sanctioning the passage.

438. Camp equipage of officers proceeding with troops, or to join a field force, will be conveyed at the public expense.

439. The baggage of officers is on no account to be mixed up or shipped at the same time with that of the men or the public stores.

440. Commissioned officers, senior, apothecaries, warrant officers, native commissioned officers or staff sergeants travelling by river steamer at the public expense are only allowed free conveyance for the

### Steamers and Troop Boats, Indian Rivers.

IV.—Servants of Officers, Warrant Officers, &c. V.—Chargers.

quantity of baggage allowed by the rules of the company or department providing the steamer. No separate charge for baggage will be passed.

**441.** Soldiers travelling by private company's steamer are entitled to the amount of baggage allowed free by the rules of the steamer for a deck passenger.

#### IV.—Servants of Officers, Warrant Officers, &c.

**442.** Officers, senior apothecaries, warrant officers, staff sergeants, and officers' messes are allowed free conveyance for the same number of servants by Government river steamer as by rail, when travelling on duty at the public expense, and also on inland active service (*vide* para. 357, section 2).

443. The charges for the *bonâ fide* "personal servants" of officers of army head-quarters staff proceeding to or from a presidency town on duty will be passed to the extent allowed as above.

444. Officers and others proceeding on duty on board a river steamer belonging to a private company are allowed free conveyance for the number of servants stated below—

General officer commanding a force	. . . .	Discretional.
General officer commanding a division	. . . .	12
brigade	. . . .	9
Other field officers of whatever rank, and a captain commanding	. . . . .	5
Captain	. . . . .	4
Subaltern	. . . . .	2
Staff sergeant	. . . . .	1
Honorary commissioned officers, according to relative rank.		
Deputy assistant commissary not holding honorary commission, allowance as for subalterns.		

Senior apothecaries after three years' service in the 1st grade are entitled to the scale allowed for captains; those under three years' service, and those of the second grade, to the scale laid down for subalterns.

Warrant officer, allowance as for staff sergeants.

445. Free conveyance is allowed for one servant each for all clerks whose salaries exceed R35 per mensem, and for commissariat moonshees, treasurers, gomastahs, purveyors, bread and meat agents, and others who are classed as superior servants in chapter VIII, page 31, civil pay and pension code, when travelling on duty by river steamer, whether government or private vessels, and irrespective of the duty on which they may be employed.

### V.—Chargers.

446. Chargers of mounted officers proceeding with or without troops on duties which require them to be mounted will be conveyed at the public expense by river to the extent authorized in paragraph 369, should the general commanding the district *deem it necessary and personally order*

## PART II.

## Sec. III.

## Steamers and Troop Boats, Indian Rivers.

## VI.—Special Rules for Madras.

that the chargers should accompany the detachment or officer rather than proceed by land.

447. Conveyance by river steamer on the Indus is allowed for the chargers of mounted officers transferred from the Bengal to the Bombay presidency, if His Excellency the commander-in-chief considers that the chargers should accompany the troops rather than proceed by land.

## VI.—Special Rules for Madras.

448. On occasions of the annual relief of the detachment of native infantry on out-post duty at Trichoor, from Quilon, by back-water, by boats, officers and men are allowed free passage, the men paying for the accommodation required for their families.

449. When native corps or detachments are moved from port to port in India by sea, or when they proceed in course of periodical relief by boats, on rivers, back-waters, or canals, the native ranks shall be considered entitled, without reference to the duration of the voyage, to the same amount of extra batta as would have been payable to them had the troops proceeded by land, to be calculated according to the time required by the quartermaster general's route, with the usual halts. In support of claims to batta under this rule, it will be requisite to attach to the abstract containing the charge a certificate from the officer commanding the regiment or detachment that the families were not conveyed at the public expense; also, a certificate of distance, with halts, from the quartermaster general's department.

450. The grant of batta authorized in the preceding article is contingent upon the movement of the families of the troops at their own expense. If the families are moved at the expense of government, extra batta according to distance will not be admissible, it being granted expressly for the purpose of assisting the native troops in providing for the carriage of their families. But batta for the absolute period of the journey will be drawn.

451. For forms of embarkation return on river vessels, see Appendix XX.

NOTE.—If employed from the date of their arrival at the new station on any fresh duties giving claims to extra batta, they will be entitled to be paid accordingly.

## SECTION IV.—HORSE AND DOOLIE DAK AND BULLOCK TRAIN.

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### I.—Horse and Doolie Dak.    I    II.—Bullock Train.

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#### I.—Horse and Doolie Dak.

(Officers authorized to grant warrants for horse and doolie daks, *vide* para. 201, section II, clauses (a) (d).)

452. The despatch of a soldier by dak, except in very urgent and exceptional cases, is prohibited, *vide* para. 9, section I.

In no case, except in that of the family of the commander-in-chief in India, or of an officer promoted from the ranks for first journey subsequent to promotion, is free conveyance by dak or by other mode of land transit than by rail sanctioned for the family of an officer.

453. An officer, or warrant officer travelling under circumstances which would entitle him to travel on warrant by rail at the public expense, except as noted in following paragraph, is also entitled to be provided with a warrant for such portion of the journey as can be made by horse or doolie dak, provided he is ordered to proceed by the most expeditious available mode of travelling, and the journey is performed without unnecessary delay. When it is impossible to provide such authority for free conveyance, the officer recovers on a contingent bill the actual expenses he is put to in travelling. For chaplains, see section V, paras. 716—719.

The conditions of this paragraph are also applicable to a clerk accompanying a commander-in-chief or officer of army head-quarters of the three presidencies on journeys not otherwise specially provided for in these regulations.

454. An officer is allowed free conveyance by rail and by no other mode of conveyance—

- (a) When he is entitled as an officer of the Indian service to passage money under military fund rules, and is proceeding to Bombay to embark on one of Her Majesty's troopships for England (applicable also to a subaltern in civil employ).
- (b) When he proceeds to another station to appear before a medical board, with a view to obtaining a medical certificate to England.

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## Horse and Doolie Dak and Bullock Train.

## I.—Horse and Doolie Dak.

- (c) If an officer of the British service, on returning to England after completing his tour of staff service, if he was permitted to remain for the purpose after his regiment quitted India.
- (d) If an officer of the British service, on returning home on leave on account of ill-health, upon the report and recommendation of a medical board, except under the circumstances noted in paragraph 515.

455. In special or emergent cases, where expeditious travelling of departmental non-commissioned officers by dāk carriage is deemed to be absolutely necessary, and ordered by competent authority, on permanent duty to a station at least five miles distant, the departmental executive officers will furnish the dāk for such journeys, or if this should be impracticable, or inconvenient, they will allow the non-commissioned subordinates to make the necessary arrangements, and, if requisite, provide them with an advance for the purpose; the actual expenses incurred, after being duly checked and vouched for, being charged in a contingent bill. Should such non-commissioned officer desire to take his family with him, he may do so, but any extra expense that he may thereby incur, if in excess of the allowance of two annas a mile, will not be borne by the State.

456. On the occasion of individuals entitled to travel by Government bullock train being granted warrants for military horse van on lines where no government bullock train exists, despatching officers are directed to enter on the order directing the supply of such carriage and on the warrant the words "at bullock-train rates," in view to the postal department charging the lower rate of fare.

457. For instructions for the guidance of the despatching staff officers at Umballa, in arranging for the transport of non-commissioned officers and soldiers and their families proceeding to hill stations north of Kalka, when the Government bullock train is not available beyond the latter station, see paras. 465, 467 of this section.

458. At all stations where there are Government dāks, they are to be employed as far as practicable. When necessary, conveyances of private companies may be used, provided the charges for a whole carriage for field officers, and for one inside and one outside seat for officers below that rank, do not exceed the advertised rates for private passengers; the rates charged are to be entered in red ink across the warrant by the officer who issues it.

459. Commissioned, and warrant officers or a clerk travelling under para. 453 proceeding by horse dāk will be allowed one personal

## Horse and Doolie Dak and Bullock Train.

## PART II.

## Sec. IV.

## I.—Horse and Doolie Dak.

servant with them, with the regulated amount of baggage for one adult passenger according to the mode of conveyance—

- (a) Military and medical officers proceeding to join their regiments on first arrival in India, and officers promoted from the ranks, are entitled to free conveyance of five maunds of baggage in addition to the quantity they can take free of charge by the conveyance in which they travel.
- (b) When travelling by horse dāk a field officer is allowed a carriage for himself and servant; captains, subalterns, and warrant officers are allowed each one inside and one outside seat with the amount of baggage allowed for those seats.
- (c) When travelling by palkee or doolie dāk or pony or mail cart, two banghy-wallahs are allowed for baggage, but no servant.
- (d) A warrant officer or staff sergeant travelling at the public expense is allowed passage by bullock train for one servant, if any portion of the entire journey is by railway.

460. In the pony carriage dāk between Kalka and Simla, a field officer is allowed three seats; a captain, subaltern, or warrant officer two seats (one for himself and one for his servant); 20 seers of baggage is allowed for each seat.

461. Office establishments of Madras army head quarters moving between Ootacamund and Mettapollium, and *vice versa*, are allowed conveyance as follows:—

Manager and deputy manager of adjutant general, quartermaster general, assistant adjutant general, royal artillery, and manager of office of judge advocate general.	} Each a seat in a tonga and a country cart.

All other clerks	{ A seat in a tonga and down.	R5 allowance for baggage up and
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Mochies—A country cart.

462. The following travelling allowance is granted for the families of clerks and draughtsmen employed in army head quarter offices when travelling on duty with commander-in-chief in India from Simla to Calcutta or *vice versa*, and to and from a standing camp, provided the stay of the offices in Calcutta extends over four months:—

For a single journey between Simla and Umballa—		R
For wife with one child only	.	30
For two or more children, additional	.	20

463. Whenever clerks and superior executive servants of the commissariat department (whether permanent or extra) are removed from one station to another on the public service (and not for their private convenience) and are obliged to travel by road, there being no communication by rail or sea, a mileage allowance of 4 annas a mile is authorized.

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## Sec. IV.

## Horse and Doolie Dak and Bullock Train.

## I.—Horse and Doolie Dak.

464. A note to be entered at the foot of all dāk and doolie warrants that if claim for payment on such order is not made within three months, it will not be passed.

465. When a soldier travelling on duty requires the shelter of a dāk bungalow, he is to pay the regular fee to the person in charge, the amount being issued as a military charge by the paymaster or other officer who arranges for the soldier's journey, and repaid to the soldier. Warrant officers cannot be allowed to charge dāk bungalow expenses when travelling on duty.

466. Dāk bungalow fees are not allowed to non-commissioned officers departmentally employed who draw mileage rates of travelling allowance.

467. For the conveyance of non-commissioned officers and soldiers and their families proceeding to hill stations north of Kalka, the Government bullock-train is to be made use of; but when for any reason the postal department is unable to provide carts, the assistant quartermaster general of the division will make the best arrangement possible under the circumstances for the conveyance of the parties by tongas, with coolies or ponies for their baggage; or by doolies, or jhampan, or ponies, according to the scale laid down in paragraph 123. Between the 1st April and 20th October, however, men proceeding to and from stations north of Kalka to join signalling classes, prisoners and their escorts, and small parties and their families, may, at the discretion of despatching officers, be despatched by mail van between Umballa and Kalka. The regulation allowance of baggage, less the quantity taken by mail van, should be sent by bullock train.

(a) In the Madras presidency special rules exist for the conveyance of drafts, invalids, &c., from Metapollum to Wellington and back.

468. The scale of carriage laid down in section I, paragraph 123, is allowed for British soldiers and their families proceeding to or from hill stations to which no cart-roads have as yet been constructed:—

The weight to be allowed for each description of carriage—

2½ maunds to one bullock.

2 „ „ pony.

½ maund „ coolie.

8 bearers are allowed for each doolie or jhampan on the hills north of Kalka.

469. The following scale of carriage is allowed for families of British troops on ordinary movements:—

One two-bullock cart for *every two* families is allowed:—

(a) When marching with their regiment or battery, or detachment



## Horse and Doolie Dak and Bullock Train.

## PART II.

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## II.—Bullock Train.

thereof, excepting when it has just arrived in the country—  
*vide* clause (d).

- (b) Should there be but one soldier's family on the march, a sum equal to half the hire of a two-bullock cart is issued to the soldier for the conveyance of his family.

One two-bullock cart for each family is allowed—

- (c) When proceeding from their regiment or battery, or detachment thereof, to a hill depôt, or returning therefrom.
- (d) When marching with its regiment, or battery, or detachment thereof, immediately after its arrival in the country, and when there is no canteen fund from which the families might be assisted.
- (e) When proceeding from a port of debarkation to join a regiment or battery.
- (f) When proceeding from a regiment, battery, detachment, or hill depôt to a port of embarkation.
- (g) On transfer from one regiment or battery to another.
- (h) When moving into camp on account of cholera unless where a sufficient equivalent in Government carriage renders the engagement of country carts unnecessary.
- (i) When the commissariat department is unable to procure carts with two bullocks, carts with three or four bullocks should be supplied, and, as increase in the number of bullocks does not necessarily afford additional accommodation, the local military authorities will decide for what number of families each three or four-bullock cart is suitable; but no more than two families should ever be allotted to any ordinary cart.

## II.—Bullock Train.

470. In all cases in which it is necessary for British non-commissioned officers or soldiers to proceed to any station to join an appointment, or otherwise on the public service, or when the wives or children are allowed to travel at the public expense, bullock-train conveyances will be provided for the whole journey, or those portions of it for which it is available and which cannot be travelled by rail. Large bodies of troops will be moved by bullock train only under special orders and special arrangements with the postal department.

471. As the whole of the expense of the bullock train is borne by the State, it is incumbent on all officers despatching small parties or individual soldiers and families, under the above circumstances, to use the Government bullock train, whenever it may be available, to the

**PART II.****Sec. IV.****Horse and Doolie Dak and Bullock Train.****II.—Bullock Train.**

exclusion of the carriages of private dāk companies or other modes of conveyance, irrespective of the rates charged, unless such other conveyance be specially authorized. The following is a list of the Government bullock-train offices from and to which passages can be booked:—<sup>1</sup>

Umballa.	Subathu.
Kalka.	Solon.
Kasauli.	Simla.
Dagsbai.	

**472.** The following is the scale of accommodation allowed when troops are despatched otherwise than as ordinary passengers:—

Commanding officer of a regiment . . . .	1 cart.
Other officers, if proceeding singly . . . .	1 cart.
Ditto, if two travel together . . . .	2 to each cart.
Field officer for servants and baggage . . . .	2 carts.
Captain and subalterns' servants and baggage . . . .	1 cart.
Warrant officers, according to relative rank.	
For one adult European of either sex and baggage . . . .	1 two-wheeled cart.
For two or three Europeans of the same sex and baggage . . . .	1 " "
For one or two married couples, each couple and baggage . . . .	1 " "
For three married couples . . . .	2 two-wheeled carts.
(one for the men and one for the women)	
For four adult persons and baggage, or for one or two officers and baggage . . . .	1 four-wheeled cart or wagon.

For larger numbers the same proportion will be adopted. Accommodation will be allotted for children in the proportion of two children to one adult: individuals of both sexes above the age of twelve years are to be considered adults.

**473.** The amount of baggage which may be carried free of charge by all ranks and their families when travelling in the Government bullock-train is the same as that allowed to them when travelling at the public expense by railway—see paragraph 326, section II. This limit of weight does not include the arms, accoutrements, or military equipments of soldiers.

**474.** When troops or individuals and baggage have to be sent by bullock train, a station order will be issued authorizing the officer of the quartermaster general's department, or the staff officer of the station, to issue a service passage order for the required transport. The requisition should specify distinctly where small numbers or individuals are

<sup>1</sup> Private agency bullock trains are also run between Amritsar and Pathankote, Rawalpindi and Murree, Saharanpore to Rajpore, Saharanpore to Roorkee. The post office has no connection with these lines.

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sent, the number of the passengers, the ages of their children, the weight of baggage allowed, and their destination; or, where detachments are concerned, the number of carts or wagons required according to the scale laid down in paragraph 472.

475. When British soldiers are sent by bullock train and arrangements are not made for the issue of rations on the road, a station order will be issued directing the regimental paymaster or the commissariat department, as the case may be, to furnish ration money to all persons entitled to it, to the next station *en route* at which there is a brigade-major or station staff officer; and it is to be explained to all such parties travelling by bullock train, at the public expense, that the brigade-major, or station staff officer, will make the necessary advance. A certificate in the form given below is to be furnished to each individual of the party so proceeding by the regimental paymaster or the commissariat officer, as the case may be, at the place of starting :—

“Certified that \_\_\_\_\_ has received batta, or compensation in lieu thereof, from this office up to \_\_\_\_\_, and to no later period.”

N. B.—All advances are to be noted on the back of this certificate.

476. On arrival at the next station, the soldier will present this certificate to the brigade-major or station staff officer, who is authorized to obtain the necessary advances from the commissariat department upon his personal receipt, in the form given below. Every advance thus made to a soldier is to be recorded on the back of the ration money certificate, and the account in full settled by the regimental paymaster or the commissariat department, as the case may be, on the arrival of the soldier at his ultimate destination :—

*Received from the executive commissariat officer at \_\_\_\_\_  
the sum of rupees \_\_\_\_\_ on account of \_\_\_\_\_ days' ration money  
for \_\_\_\_\_ of the \_\_\_\_\_ regiment \_\_\_\_\_, proceeding by  
bullock-train from \_\_\_\_\_ to \_\_\_\_\_.*

477. Carts will be numbered according to their place in line, and this order is not to be changed excepting under necessity.

The carts are to be halted in line, and two are never to be allowed abreast either when halted or in movement. While in progress an interval of five or six yards, nevertheless, should be kept between each cart. Officers' carts should, as a rule, be placed after the leading and before the rear cart of the train.

478. The party allotted to each cart or wagon is to be considered as a guard, one man being always alert on sentry duty to be relieved

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## II.—Bullock Train.

periodically. Between sunset and sunrise the sentry of each wagon or cart (or a portion of the detachment not more than one-third) should be kept marching by the side of the cart.

479. Each soldier, or each party of soldiers, is to be furnished by the commanding officer of the regiment or detachment from which the soldier or party proceeds with a copy of the station order directing the movement by bullock train; and soldiers are to be instructed, when leaving their corps, to report themselves, on arrival at a railway station, to the brigade-major or station staff officer, producing at the same time the copy of the order for their passage by bullock train.

480. Every officer is to explain to, and impress upon, all subordinates ordered to travel by bullock-train the necessity for the most orderly behaviour on their part; and that no irregularity, real or apparent, in the conduct of any of the bullock-train establishment (which, if any occur, should be reported by the travellers on reaching their destination to the staff officer of the station, and which should be at once enquired into) will be held to excuse any interference whatever on their part in the arrangements for their progress, or the use of any threatening or abusive language, still less violence, towards the drivers or other persons employed.

481. When small parties of soldiers are sent by bullock train, a steady non-commissioned officer must be placed in charge, to whom must be carefully explained the necessity for the most orderly behaviour on the part of the men. He will be held responsible for any irregularities, as mentioned in the preceding paragraph, if he does not report the offenders, or satisfactorily disprove any charge made against his party. Officers in command of larger detachments will be held similarly responsible.

482. Every officer, whose duty it may be to despatch soldiers by bullock train, is carefully to explain to them the nature and probable time of the journey; he is also to see that the officer or non-commissioned officer in charge of the party is provided with a list of the stages and halting-places on the road; and he should warn him against deviating in any way from the route assigned, or delaying the carts on the road, so as to prevent their arriving at their destination at the proper time.

483. From the 20th October to the 1st of April the carts will travel day and night, only stopping one hour and a half in the morning for breakfast, and two hours and a half in the afternoon for dinner. British troops are not to be moved by bullock train between the 1st of April and the 20th of October, but, when in very urgent cases this is unavoidable, the daily distances shall be so arranged that all travelling may be suspended between the hours of 8 A.M. and 4 P.M. The despatching officer will make arrangements with the postmaster for the halt of the train (on

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Horse and Doolie Dak and Bullock Train.

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## II.—Bullock Train.

the above-mentioned periods) at the rest-houses, the depôts established for the issue of rations and supplies, and at other suitable places on the road, and for the arrival of the train at military stations during the day time.

484. Officers and non-commissioned officers commanding detachments will be held pecuniarily responsible for any damage done by their detachments to the furniture in resting-houses.

485. The impressment of cattle for bullock train purposes, or for any other purpose whatever, is positively prohibited, and officers in command of detachments will be held strictly responsible whenever a violation of this rule by the soldiers or others under their command is brought to notice. Empty return carts are not to be interfered with, excepting that a sound cart may be taken in exchange for a broken-down one if of similar kind. No exchange of bullocks is, however, to be permitted.

486. Soldiers travelling by bullock train are prohibited from placing their arms, accoutrements, or ammunition inside their kit bags or other packages, as it often occurs that these latter are stolen out of the wagons by night when the men are asleep, and the arms, &c., are carried off, together with the soldiers' private property. Officers furnishing passes are invariably to bring this order to the notice of the recipients, as any losses of the kind will be charged against the individual who neglects these instructions.

487. Regiments moving by bullock train are to take their camp equipage with them unless otherwise specially ordered.

488. Bullock-train passages are authorized for the menial servants on the establishments of army head quarters' offices travelling to and from Simla, whenever it may be certified that it is necessary for the men to proceed expeditiously.

489. Free passages by bullock train to railway stations are authorized for native soldiers detained in hospital, and for their attendants, to enable them to rejoin their regiments, whenever competent authority decides such carriage to be necessary, and the hospitals are situated at a distance from the railway.

490. When it is necessary to despatch public stores by rail or bullock train, application will be made to the nearest commissariat officer for a "credit note, or order," the exact nature of the stores, whether ordnance or commissariat, and exact quantity and weight of each package, and the name of the place to which it is addressed, being specified. The commissariat officer on receipt of the application will then intimate to the officer concerned whether the stores are to be sent to his office for despatch, or whether they are to be forwarded direct to the railway station

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## II.—Bullock Train.

or post office, forwarding in the latter case the "credit note, or order," which should be presented with the packages.

Medical storekeepers are authorized to issue railway credit notes for stores requiring to be despatched from medical store depôts.

491. The following officers are authorized to issue orders on the postal department for the transport of departmental stores by bullock-train :—

Chief officer at any station of the	{ commissariat department, ordnance department, quartermaster general's department, remount department.
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Station staff officer—where there is no officer of the quartermaster general's department.

Superintendent, Army Clothing, Calcutta, Military Secretary to his Excellency the Viceroy, Superintendent of Stationery, Superintendent of Government Printing.

492. In granting receipts to the post office for goods delivered, officers must be careful not to grant a receipt to the effect that the goods have been delivered *in an uninjured state*, unless they have had an opportunity of examining the contents of the packages; no time, however, should be lost, after the packages have been received, in examining them and in submitting any complaint, if necessary, as to the condition of the articles. The individual under whose care they were during transit should, when practicable, attend the board of survey on articles that have been damaged *en route*; and immediate intimation of the case should be given to the postmaster, in order that he may see their condition.

493. For instructions regarding transport of troops to hill stations north of Kalka, see Appendix 32.

## SECTION V.—PASSAGES.

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| <p>I.—Rules for Officers, &amp;c., moving on duty.</p> <p>II.—Officers when entitled to Free Passage.</p> <p>III.—Officers when not entitled to Free Passage.</p> <p>IV.—Officers in Military Account Department.</p> <p>V.—Officers transferred to or from civil appointments.</p> <p>VI.—On duty certificates without warrant.</p> <p>VII.—Officers entitled to mileage allowance.</p> | <p>VIII.—Families,</p> <p>IX.—Warrant Officers.</p> <p>X.—Clerks, Purveyors, &amp;c.</p> <p>XI.—Non-Commissioned Officers and men.</p> <p>XII.—Families, British Troops.</p> <p>XIII.—Homes, Schools, and Asylums.</p> <p>XIV.—Subordinate Medical Department.</p> <p>XV.—Native Troops and Followers.</p> <p>XVI.—Families, Native Troops, and Followers.</p> <p>XVII.—Chaplains.</p> <p>XVIII.—Appeal against Examiner.</p> |
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## I.—Rules for Officers, &amp;c., moving on duty.

494. The Indian rates of pay and allowances, which include tentage are intended to cover all expenses connected with marching and the ordinary movement of an officer from station to station, as well as every movement in the immediate vicinity of an officer's station or within five miles of an officer's station or post, measured from the boundary of one cantonment to the confines of another. An officer drawing horse allowance for more than one horse is expected to proceed on duty to any distance from his station not exceeding ten miles and back without any extra allowance.

495. If an officer is travelling under a warrant by railway, and the railway station is more than five miles from the starting point, he is entitled, if he does not draw allowance for more than one horse, to charge *bond fide* expenses on account of carriage hire, as also any expenses that may be similarly incurred between other railway stations and the places he may be required to visit on duty, though the distance may be less than five miles. If an officer draws horse allowance for more than one horse, he must proceed at his own expense if the railway station is within ten miles of the starting point. Similarly, an officer permanently transferred pays carriage hire from the railway station to his residence if the distance is not more than five miles, or ten miles if he draws an allowance for two horses.

## PART II.

## Sec. V.

## Passages.

## I.—Rules for Officers, &amp;c., moving on duty.

496. Officers removed from a regiment, appointment, or station at their own request, or moving in consequence of regimental or departmental promotion, or to join a new appointment, are allowed fifteen days for preparation from the date of being struck off duty. On special grounds, this period may be extended to thirty days by officers commanding districts.

497. At the expiration of the above preparatory leave, an officer is required to join his corps, station, or appointment, at his own expense, by the most expeditious available mode of travelling, and without unnecessary delay on the road. Officers who may be unavoidably delayed by sickness or other circumstances must report the cause and period of such delay, furnishing medical or other certificates to the officer commanding the station at, or nearest to, which such delay may have occurred.

498. In very special cases officers commanding districts, and heads of departments, may sanction a slower mode of travelling for a part or for the whole of the journey; but any such indulgence, and the reasons for granting it, must be reported at once to the commander-in-chief or to Government, according to the nature of the officer's employment.

499. When an officer is required to travel on the public service, he shall, when practicable, do so by railway, dāk, bullock train, or steamer under a warrant, unless the nature of the duty admits of the delay which would be incurred by his marching. The officer who orders the movement will direct which mode of travelling is to be adopted, and he will be responsible that in this matter the interests of the state are alone consulted.

500. On every such occasion a general, district or garrison order is to be issued, which must specify the rank and name of the officer, the duty on which he is proceeding, the mode of travelling, the paragraph of the Transport Regulations which is the authority for the passage, and that the journey is on duty at the public expense. If the officers who issue these orders should neglect to fulfil these instructions, they will be held responsible for any avoidable expense an officer may be put to by such neglect. When an officer's services are not urgently required, he may be ordered to march to the nearest point at which conveyance by rail, dāk, or steamer may be available. But when it is a question of the good of the service that an officer shall proceed at once on the duty required of him, the option of doing so does not rest with him, nor can he defer his departure on the ground that the travelling accommodation which he would ordinarily receive is not at the time available.



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 Passages.
 

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## PART II.

## Sec. V.

## I.—Rules for Officers, &amp;c., moving on duty.

501. The following rules will be observed by officers authorized to grant passage warrants :—<sup>1</sup>

(a) When an officer is directed by a general or other order to travel at the public expense, the following information will be entered in the warrant :—

- (1) Rank, names, regiment or department of officers or men travelling singly. In the case of detachments, the name of the officer commanding only should be given.
- (2) Return of duty.
- (3) Para. of Regulations authorizing conveyance.
- (4) Number and date of general or other order directing the movement.

(b) In column 5 of railway warrants, forms C and D, only the number of servants actually accompanying the officer should be entered.

This information should be obtained by despatching officers either personally or by memorandum, and on no account should the warrant be filled up as a matter of routine with the maximum number of servants allowed, irrespective of the *bonâ fide* number which are going to make the journey with the officer (*vide* paragraph 357, preamble, and clause (I) ).

(c) All regimental warrant and non-commissioned officers and soldiers travelling on duty are entitled to be conveyed at the public expense. It is only when they are travelling under special conditions that the authority for the free passage must be cited on the warrant.

<sup>1</sup> 1 All officers proceeding to or from Bombay on duty at the public expense from or to all stations north of Cawnpore, except those in the Oudh and Rohilkund districts, must travel *viâ* the Rajputana-Malwa Railway and *Ahmedabad* and *vice versa*.

2. The Government of India also sanction the direct route to Bombay *viâ Ahmedabad* being used by individuals and small parties in cases when proper arrangements can be made for their food, &c., during the journey, without involving additional expense to the State.

3. The words *viâ Ahmedabad* should be entered by despatching officers on all warrants issued by this route, which should be invariably adopted, unless special reasons exist for despatch by the longer route *viâ* Khandwa or Allahabad, in which cases the route ordered should be specified in the warrant.

4. All troops, except invalids, requiring to be detained at Deolali, if proceeding from or to stations north of Cawnpore, stations in the Oudh and Rohilkund districts excepted, shall travel *viâ* the Rajputana-Malwa Railway and Khandwa.

5. All invalids and insanes must travel *viâ* Allahabad and the Great Indian Peninsula Railway.

6. The movements of troops from the Punjab, North-Western Provinces, &c., to the Madras presidency will be arranged as follows :—

I.—By the despatching officer at starting station as far as Jubbulpore.

II.—By the general officer at Jubbulpore, from thence to Gooty.

III.—From Gooty onwards by the general officer at Bellary, on receiving intimation by telegraph or letter from Jubbulpore of the strength of the party travelling and the train accommodation required.

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## I.—Rules for Officers, &amp;c., moving on duty.

(d). Troops are not ordinarily to be despatched by fast mail trains *by which the public are not booked at 3rd class rates.*

When, under special circumstances, the exigencies of the service require troops to be so despatched, despatching officers will invariably endorse on the warrant in red ink—"To travel by mail train." This entry to be initialled by the issuing officer.

502. Every officer, whether departmental or regimental, who does not draw mileage allowance, ordered to travel on public duty, must obtain, from the staff officer of the station, railway or passage warrants for the whole journey, whether by rail, dâk, bullock train, or steamer. In every case in which a warrant cannot be provided a certificate to that effect must be obtained from the commanding or staff officer of the station (see para. 201).

503. When a warrant cannot be provided to an officer for all or any portion of the journey he has to undertake, the expenses he is put to will be reimbursed; but reimbursement is allowed only to the extent of the additional expense actually and unavoidably incurred by men on account of all or a part of a journey undertaken on the public service and at the public cost; and no charge is admissible for the mere use of an officer's horse or conveyance, though any necessary extra expenditure on account of such horse or conveyance may be claimed. If, from any neglect on his part, an officer is unprovided with a warrant and is obliged to pay the expenses of his journey, the amount which such journey would have cost the state, had a warrant been obtained, will alone be reimbursed to him. No charge against the state is admissible for any portion of a journey performed by marching.

504. Advances from civil treasuries to cover the cost of travelling is prohibited; and when an officer directed to proceed at the public expense cannot be furnished with a warrant and is required to defray the cost of his journey, he must obtain an advance from the paymaster or officer commanding his regiment or head of his office, and must account to him for it, submitting a bill for the actual expense incurred as soon as the journey is over.

505. If after paying for his journey in advance, an officer is prevented by stress of weather or any unavoidable cause from making it or any part of it, he will be allowed the actual amount expended for the purpose.

506. When a passage warrant is improperly issued to an officer not entitled to travel at the public expense, the commanding officer who issues the order directing the officer to proceed at the public expense, or if no order has been issued, the officer who signs the warrant, is responsible for the cost of the journey when recovery is not practicable from the officer who benefited by the irregularity. In exceptional cases it will rest

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Sec. V.

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## II.—Officers when entitled to Free Passage.

with the final authority to decide, on a consideration of the facts, from whom the recovery of unauthorized charges shall be made. Warrants are not to be issued on the understanding that if the passage at the public expense is objected to, the recipients will be responsible for the amount.

507. A station or other after-order issued after a journey has been performed, for the purpose of substantiating a claim to travelling expenses, cannot be accepted as authority for the expenditure being a public charge; but when satisfactory reasons can be given for the non-issue of the necessary orders, the case may be decided by the controller of military accounts.

508. An officer entitled to the mileage rate, when travelling on duties connected with his office, is in no case to be provided with a railway credit or other order for free conveyance (see paras. 546 to 550); when removed to another station or charge, he is entitled to be conveyed at the public expense.

509. If an officer is entitled to free conveyance throughout the entire length of his journey, and the station to which he is proceeding is as conveniently accessible by rail as by sea, he may be sent by either route as may be most economical and best for the service. The same rule applies when the officer is only entitled to free conveyance over that portion of his journey as can be performed by *rail* or sea only. And when the journey is performed by a river steamer or sea-going vessel, the officer will be provided with a passage at the public expense, and will not then be entitled to the mileage allowance (see paras. 546 to 550).

## II.—Officers when entitled to Free Passage.

510. All officers are entitled to passage at the public expense when travelling "on duty."

The term "on duty" will comprise all movements of officers ordered from their stations for the advantage of the service, as distinct from their personal convenience.

511. An officer travelling under the following circumstances is entitled to be conveyed at the expense of the state from the port of debarkation to destination on coming out to India:—

- (a) From the regimental depôt to join regimental head-quarters.
- (b) For the first time to join his corps.
- (c) On transfer, on public grounds, to a brigade or battery of artillery, regiment or battalion in India.

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## II.—Officers when entitled to Free Passage.

- (d) On transfer, at his own request, to fill a vacancy in a regiment in India.
- (e) On promotion to another brigade or battery of artillery, or from one battalion or regiment to another in India on public grounds.
- (f) With troops to their destination only, if he left India on leave.
- (g) After having gone to England or the colonies on duty with troops, provided his absence from India has not been prolonged by having obtained leave of absence exceeding six months.
- (h) An officer, whether of the British or Indian service, when appointed to a divisional or brigade command in India, whether officiating or permanent, while residing out of India.
- (i) An officer of the Indian service in receipt of colonel's allowances, when appointed to a brigade command in India while residing out of India.
- (j) An officer of the Indian medical service who, having passed through a tour of service as deputy surgeon-general, is proceeding to India on a tour of duty as surgeon-general.
- (k) An officer of the British service on appointment—
  - (1) As Adjutant general.
  - (2) „ Quartermaster general.
  - (3) „ Inspector general of artillery in India.
  - (4) „ Deputy adjutant general.
  - (5) „ Deputy quartermaster general.
  - (6) „ Aide-de-camp.
  - (7) To the medical staff.
- (l) An officer of the British or Indian service on leave in England, if required to return to India, owing to the exigencies of the public service, before the expiration of his leave of absence, and provided with a passage to India by sea.
- (m) Rejoining appointment in India on completion of course of instruction at any military educational establishment at home (subject to the conditions noted in para. 538). This rule is applicable to an officer of the Indian service who, on completion of the staff college course, is permitted to proceed to Russia to study the Russian language under the rules prescribed in India army circular, clause 82 of 1888, paras. 18 to 32.

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## II.—Officers when entitled to Free Passage.

512.<sup>(1)</sup> An officer travelling under the following circumstances is entitled to be conveyed at the expense of the state from his station to the port of embarkation when proceeding to England or the colonies:—

- (a) To join the regimental dépôt.
- (b) On transfer, on public grounds, to a brigade of artillery, battery regiment, or battalion out of India.
- (c) On promotion to another brigade or battery of artillery, or to a battalion or regiment, out of India.
- (d) When struck off the Indian establishment under any circumstances entitling an officer to a free passage to England.
- (e) With troops.
- (f) If returning home in consequence of promotion to the rank of general officer; of promotion under the warrant of 6th October 1854; of being placed on retired full-pay under the warrant of 14th October 1858, or on half pay under the warrants of the 17th December 1855 and 2nd December 1857; also officers of the late Indian artillery who elect to retire under the royal warrant of the 6th September 1878: these officers are entitled to free conveyance for themselves and their families <sup>(2)</sup> by rail and also by troopship, *provided that accommodation in the latter is available*; but they have no claim to such passage.
- (g) On returning to England after having completed his term of staff duty in any of the following appointments, or on ceasing to hold one of them:—
  - (1) A divisional command.
  - (2) A brigade command. <sup>(3)</sup>
  - (3) Surgeon-general (see para. 511), clause (j).

“(1) Bombay is only an obligatory port when officers are proceeding by troopship. In other cases, officers (including general officers, brigadiers general, and those of relative rank, who are not permitted to go by troopship), should, as a rule, embark at the port nearest their station from which homeward-bound steamers sail.

Karachi is not considered a regular and obligatory port of embarkation, although officers may embark there if they desire to do so, provided it is nearer to their stations than Bombay.”

(2) The term ‘family’ applies to wife and children only.

(3) Applicable only to officers of the Indian service who, while residing out of India, are appointed to brigade commands in India, and not to those officers who, while in India, are appointed to brigade command.

A brigadier-general on promotion to the rank of major-general, if permitted to remain in India, retains a lien on his passage to England up to six months from date of ceasing to hold command.

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## II.—Officers when entitled to Free Passage.

- (4) Major general on the staff.
- (5) Adjutant general.
- (6) Deputy adjutant general.
- (7) Quartermaster general.
- (8) As inspector general of artillery in India.
- (9) Deputy quartermaster general.
- (10) Aide-de-camp.
- (11) Medical staff.

Officers of  
the British  
service  
only.

- (k) Officers of the British service and subaltern officers of the Indian service proceeding home on leave on medical certificate are entitled to free passage by rail only to the port of embarkation, but are not allowed free conveyance to their stations on return from leave.
- (i) If ordered home for a course of instruction at any military educational establishment.
- (j) Royal Engineer officers, who come to India under the conditions of the Royal Engineer general corps order No. 462, dated 1st July 1862, are, on completion of seven years' Indian service, entitled to a free passage to port of embarkation, and thence to England.
- (k) Officers, probationers for the staff corps who fail to pass the prescribed tests, or who resign their candidature, and whose regiments have proceeded to England, are entitled to a passage at the public expense to the port of embarkation; as are also lieutenants under two years' service who fail in India to qualify for their promotion.
- (l) If proceeding to fill up vacancies occasioned by death, by promotion, by augmentation, by appointment to any of the departments of the army or to the Indian staff corps, or by selection on public grounds, for adjutancies of auxiliary forces, by resignation, by dismissal, or by the exchange, removal, or retirement of officers who have returned home on account of ill-health who have been ordered home on duty, or who have served two years at the dépôts of their regiments.
- (m) Regimental field officers of the British service who, although their regiments are serving in India, are placed on English half-pay on completion of a five years' term of staff employ, are entitled to a free passage to the port of embarkation, and thence to England.
- (n) An officer who may be called upon to retire, and is granted the pension or half-pay pension of rank, or special annuity, under

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## II.—Officers when entitled to Free Passage.

the provisions of G. G. O. No. 797, dated 1st August 1872,<sup>1</sup> is entitled to passage to port of embarkation for himself, but not for his family.

- (o) Officers of the Indian service who may be entitled to passage money under the rules of the military funds, and subaltern officers of the same service, whether in military or civil employ, when proceeding to England on medical certificate are entitled to free conveyance for themselves and families *by rail* only to Bombay, on production of a certificate from the general officer commanding at Bombay that accommodation has been secured for them on board of one of Her Majesty's troopships.
- (p) Subaltern officers who cannot be provided with a passage in a troopship, or who during the trooping or non-trooping season are directed or allowed to proceed from any other port than Bombay, will also be allowed free conveyance for themselves and families *by rail* to the port at which they are permitted to embark.
- (q) Officers of the British service, permitted to remain in India after the departure of their regiments to England to enable them to hold their appointments for the full term of five years, are entitled to free conveyance *by rail* only to the port of embarkation both for themselves and their families, after completing their tour of staff service.
- (r) Officers compulsorily retired on account of age, or an officer compulsorily removed from his regiment to half pay or returning home in consequence of retirement from the army after service of such length as gives a claim to a pension or gratuity, provided passage is taken within 12 months of the date of being placed on the non-effective list, or an officer of more than 25 years' full pay service, or any of the above-mentioned classes who are permitted by His Excellency the Commander-in-Chief to proceed to England in anticipation before the publication in India of the general order gazetted their retirement, and such officers, will not be liable to pay the expense of his own passage or that of the officer proceeding in his succession.

<sup>1</sup> Unemployed officers, who are ineligible for public employment, by reason either of clear misconduct or proved physical or mental inefficiency, or who have been removed from their appointment for inefficiency, or who have, by distinct or undeniable misconduct, rendered themselves ineligible for regimental employment, will be called upon to send in their application to retire upon such pension as they may be entitled to under the regulation; and if they should fail to do so within three months from the date of their being so called upon, they will be removed to the pension list. Special consideration may be shown in the grant of the next higher rate of pension to those officers who have, in the opinion of the Governor General in council, deserved well of the state by reason of the length and character of their previous services.

The Governor General in council is also authorized to grant to such officers as are not yet entitled to full-pay pensions either the half-pay pension of their rank or such special annuities, short of the pension of a captain, as may be appropriate in each case.

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## II.—Officers when entitled to Free Passage.

513. An officer ordered by competent authority to perform an inland journey for the advantage of the state by a more expeditious mode than marching is entitled to be conveyed at the public expense—

- (a) When employed on special, periodical, or other authorized tour of inspection, when not entitled to mileage allowance;
- (b) When accompanying and doing duty with troops, or when proceeding on, or returning from active service on the expiration of field appointment to any station to which he may be ordered. [Clauses (c) (d) and (f), para. 531, do not apply under the above circumstances.]
- (c) An officer who falls casually into a temporary staff appointment at his own station is not in consequence debarred from the grant of passage at the public expense, if ordered in the interests of the state, to proceed to another station where he receives only the pay and allowances of his rank.
- (d) When proceeding to another station to attend a court-martial, court of enquiry, or committee, either as a member or a witness.
- (e) When, being absent on staff or other duty, he is ordered to join his corps proceeding on service, or when it is ordered to embark for Europe or the colonies, provided that in each case the necessity to rejoin is unexpected, and requires the officer's immediate return to his corps.
- (f) When, being on general or privilege leave, an officer's presence with his regiment is urgently necessary, provided the emergency could not have been foreseen or expected when he proceeded on leave. An officer coming under this clause is entitled only to passage for himself, servants, and baggage, but not for his family or horses,<sup>1</sup> and this free passage is not to be restricted to conveyance by rail, but should include any mode of transit as allowed by G. O. 113 of 1875.
- (g) When proceeding to join his regiment on first receiving a commission (see para. 526).
- (h) When proceeding to another station for the purpose of being examined for promotion or for admission to the staff corps.
- (i) When proceeding to attend a garrison instruction class or any examination without having gone through a course, for the first time, and returning therefrom; but if he is remanded to his

<sup>1</sup> An officer who proceeds on general or privilege leave does so subject to the liability of having to rejoin without needless delay at his own expense whenever he may be required to do so, except in cases of unexpected emergency.



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## II.—Officers when entitled to Free Passage.

regiment for inefficiency or inattention, he is not entitled to return at the public expense. An officer who, while on privilege leave, may be ordered to join a garrison instruction class, will be granted a free passage from the station at which he is on leave to the station at which the class is to assemble, provided no greater expense to the state is incurred than if he were not on privilege leave. When a regiment is in orders to move in the annual relief, the officers selected for instruction will attend whatever course may commence in the circle in which they are stationed previous to the date fixed for the march, and they will rejoin their regiments at their new stations at the public expense.

In the event of an officer failing to pass, he will not be allowed to travel at the public expense on a subsequent occasion.

It rests with the commander-in-chief to determine the station at which an officer is to go through a course of garrison instruction.

- (j) When transferred for the convenience of the service from one staff appointment to another with the same or less staff pay, or from one corps to another, or from the head-quarters of a regiment to a separate wing or detachment.

An officer holding a substantive appointment, who is transferred for the good of the service to another appointment, from which he would derive no pecuniary benefit, forfeits his claim to travelling allowance, if after joining his new appointment he should fall into the command of the station.

- (k) All officers of the British service promoted or transferred on public grounds in India, from one battery or brigade of artillery to another, or from one battalion or regiment to another, also majors of artillery transferred on promotion to lieutenant colonel.<sup>1</sup>

- (l) When transferred from doing duty at one station to another, on promotion or otherwise, provided the officer's transfer was not the direct result of his having been promoted.<sup>2</sup>

- (m) When ordered to do duty at a convalescent dépôt.

- (n) When, on abolition of his appointment, he rejoins his corps or station, or proceeds to another appointment with the same or less staff pay.

<sup>1</sup> The movement of a royal artillery officer to take up an appointment as adjutant of a royal artillery division or district, or to join a battery on promotion from such appointment.

<sup>2</sup> This does not, however, apply to those cases in which the particular local circumstances, for which the officer is in no way responsible, render his removal desirable. Such movements of officers to other stations should not be made unless the promoted officer's presence is really needed elsewhere, or his presence at his old station in his new rank is in any way embarrassing.

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## II.—Officers when entitled to Free Passage.

- (o) Whenever an officer derives no pecuniary benefit from his transfer to another station to perform the duties of any occasional or strictly temporary staff or other appointment, he is entitled to a free passage; but when an officer derives pecuniary benefit in staff pay, and the gain is less than his authorized travelling expenses, the difference only will be paid by the state.

i.—In determining an officer's title to travel at the public expense, the following items are *not* to be taken into account:—

- (1) Horse allowance, when not included in staff salary but drawn as a separate item.
- (2) Office or contingent allowance.
- (3) Contract allowance.
- (4) Presidency house-rent.

ii.—An officer transferred to an appointment the pay of which is superior to the one he relinquishes, but who is debarred from drawing the increased emoluments in consequence of not having passed certain prescribed tests, is nevertheless held to have joined a more lucrative appointment, and is, therefore, not entitled to travelling expenses.

- (p) When withdrawn from military duty to give evidence in a civil court on behalf of the Government.
- (q) When accompanying a commander-in-chief on duty.
- (r) When proceeding to join the nearest division or district staff to qualify for entrance to the staff college; or when, in order to complete the staff college course of instruction, he proceeds from one station to another for the purpose of being attached to other arms of the service than his own, and in returning to join his own station.
- (s) When proceeding to or from any station for instruction in gymnastics or army signalling and telegraphy.
- (t) When left behind sick, or allowed to remain behind on account of the illness of his wife, after the march of his regiment or detachment, provided he is required to join quickly, or that the distance being very great, he would be materially delayed by being required to march at his own expense.
- (u) The provisions of the foregoing clause are also extended to officers preceding their regiments, provided it is certified to be necessary on medical grounds, and that the military authorities are satisfied that it is requisite for the public service that the officer should meet the regiment or detachment on its arrival or accompany it from any given point.
- (v) Duly authorized chaplains of any denomination when proceeding on, or returning from, field service.

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## II.—Officers when entitled to Free Passage.

- (w) Probationers for the staff corps who, having been candidates for the cavalry branch, may have been obliged to accept temporary employment on probation in the infantry, on transfer from a native infantry to a native cavalry regiment.

Chargers on the Infantry scale are allowed under para. 375.

- (x) Officers of British regiments in India appointed to the staff corps on probation, when proceeding to join native regiments and subaltern officers of the royal artillery on first appointment to batteries of native artillery (see para. 530).

- (y) An officer attached, or belonging, to a native cavalry regiment; proceeding to another station for the purpose of undergoing a course of equitation under para. 343, Army Regulations, India; volume II.

514. Officers who pass successful examinations at presidency towns in the languages referred to in clause 12, India Army Circulars of 1889, will be granted the travelling allowances therein laid down.

515. Officers when employed on service in the field and invalided owing to wounds or ill-health will be allowed conveyance at the public expense for themselves and the regulated amount of baggage for one adult passenger, according to the mode of conveyance (one servant will also be allowed when proceeding by horse dāk), and for journeys by rail or river steamer for the regulation complement of servants, chargers, baggage, and camp equipage, to their original stations, or to any station in India to which specially ordered, or to the port of embarkation in the event of being recommended to proceed to England, and similarly from the station to which they were granted sick leave, when proceeding on recovery, to rejoin their employment in the field.

Officers wounded  
or invalided on  
active service.

516. When the exigencies or regular routine of the service require the appointment of an officer to any post, the emoluments of which do not exceed those of the one he quits, the fact of that officer having applied for the post does not bar his claim to travel at the public expense.

517. Officers not belonging to or proceeding with troops, and who are ordered to join a camp of exercise, whether holding staff appointments or not, will be allowed free conveyance to the camp and back, and also conveyance by rail for the prescribed number of chargers and servants, for their baggage, and for their camp equipage when tents are not provided for them at the camp. Officers of other presidencies are supplied with tents at the camp, and are allowed free passages for themselves and four servants, and also conveyance by rail for the regulated number of chargers, should they bring their own horses with them.

Camps of  
exercise.

## PART III.

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## II.—Officers when entitled to Free Passage.

An infantry field officer appointed to a brigade command at a camp of exercise is allowed free conveyance by rail for two chargers.

518. If an officer in India is promoted to a battalion of the same regiment, or to a brigade of royal artillery out of India, and exchanges so as to admit of his remaining in India, the officer who proceeds in his place is allowed a free passage, provided no additional expense to the public is thus caused.

519. The movements of the director general of ordnance in India, his deputy and assistant, and of the surgeons general, Her Majesty's forces, Bengal, Bombay and Madras, and their secretaries, when travelling on tour of inspection, as well as when in attendance on their respective Governments, will be made in every respect as if they were attached to army head quarters, receiving all the privileges and advantages of their local or relative rank.

520. When a non-commissioned officer of a British regiment is promoted to a commissioned grade, it shall be considered as a first appointment, and, as such, he will be entitled to proceed at the public expense to join the corps to which he may be posted (see para. 565).

521. An officer of the pay department, including the pension paymaster, Southern Konkan circle, who may certify that he is proceeding to pay pensioners and is entitled to travel at the public expense, is granted free conveyance by rail and road.

522. On nomination to the commissariat department on probation the officer will, under the orders of the commissary general, proceed at the public expense to join one of the first class executives for six months, for the purpose of learning the executive duties of the department; on the expiration of that period, he will proceed, at the expense of the state, to join the office of the examiner of commissariat accounts.

523. An officer on return to India, who may be entitled to a free passage by rail to his destination, does not forfeit such claim by obtaining six months' leave to remain at the presidency to study the native languages, provided he passes the examination.

524. An officer who has been ordered on duty to another station at the public expense is entitled to return at the public expense to the station from which he was detached, provided he rejoins without unnecessary delay on the completion of the duty.

525. If an officer when on leave is ordered on duty to another station, he may return at the public expense, on the completion of that duty, either to the place where he was residing on leave, or the place whence he proceeded on leave, provided the cost of the latter journey

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## II.—Officers when entitled to Free Passage.

does not exceed that of the former. Should it do so, he will be required to refund any excess which the journey to his station may have cost the state. In such cases despatching officers must enter in the warrants full particulars of the circumstances under which an officer is given a passage, so as to enable the accounts department to adjust the charges. If on completion of the duty he obtains leave of absence of any kind, he forfeits his claim to travel at the public expense when he returns to his regiment or appointment. If, however, the officer is certified to have been necessarily detained at the station by sickness, he will retain his right to rejoin his regiment or appointment at the public expense when the state of his health permits it.

526. When an officer, military or medical, travelling on duty with troops by rail, is allowed by competent authority to halt at a station *en route* on public grounds or in consequence of the sickness of himself or of any member of his family, he and his family are entitled to complete the journey by railway at the public expense. If the detention is made only for the convenience of the officer, the onward journey will be made at his own expense.

527. Officers proceeding to another station to appear before a medical board with a view to obtaining a medical certificate to England are granted a free passage *by rail* only if they are entitled to a free passage to England.

528. An officer of the British service is granted a free passage by rail only when proceeding to Bombay on medical certificate for the purpose of being provided with a passage in one of Her Majesty's troopships, or to the port at which he may be permitted to embark, when under any of the circumstances detailed in G. O. No. 321 of 1869, he may be provided with a passage in a private ship or steamer.

529. Officers entitled to free passage from British Burmah are allowed, subject to the usual stoppages for messing, passage at the expense of the state by river steamer from Thayetmyo to Prome where the railway is available; and also from Tonghoo to the coast.

530. Officers joining the staff corps on probation from regiments serving elsewhere than in India, are allowed passages at the public expense from the port of disembarkation to the native regiment to which they are posted, and afterwards whenever they may be moved under the orders of the commander-in-chief of the presidency in which serving

*Note.*—Officers of the Indian marine, when travelling on duty over guaranteed railway lines, will be furnished with form C warrants by directors of marine.

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## III.—Officers when not entitled to Free Passage.

until they are finally and permanently posted. (See clause (x), para. 513.)

531. An officer is not entitled to travelling allowance, or railway or passage warrant, or to be reimbursed the cost of the journey—

- (a) When proceeding from one station to another at his own request or for his own convenience (see para. 516).
- (b) To undergo examinations in native languages. Except as provided for in clause 212 of India Army Circulars of 1881.
- (c)<sup>1</sup> To join a staff appointment, either for the first time, or on the expiration of his tour of service in another appointment [see clauses (k), (n), and (x), para. 513 ], or in any case in which he is prevented from drawing the staff salary attached to his new appointment, owing to his not having passed the prescribed test in the native languages.
- (d)<sup>1</sup> When transferred to a more lucrative appointment, or with the view to succeeding to one about to become vacant, excepting in the cases provided for in clauses (k), and (x), para. 513.
- (e) To join a permanent appointment with inferior allowances from an acting appointment with superior salary.
- (f)<sup>1</sup> To rejoin his regiment or station from staff employ, whether permanent or temporary, with the exceptions noted in clauses (e), (f) and (o), para. 513.
- (g) When detained on duty on his way to join an appointment.
- (h) When proceeding on leave of any description, except as noted in clause (k), para. 512, and para. 539, or returning from leave, even though his regiment or battery shall have moved during his absence to another station.
- (i) When moving in consequence of departmental promotion.
- (j) When, being an officer of royal artillery, he exchanges with another officer entirely to suit his own convenience (see para. 518).
- (k) If returning home on resignation of his service, or if removed from an appointment on account of misconduct, or because his own conduct has rendered his retention of the appointment inexpedient. When, however, an officer is destitute, and the circumstance of destitution is patent, and the other conditions

<sup>1</sup> Not applicable to the cases of officers proceeding on, or returning from, field service on expiration of field appointment (*vide* para. 513(b)).

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## III.—Officers when not entitled to Free Passage.

prescribed by existing regulations are fulfilled, the officer and his family may be provided with free conveyance to the port of embarkation (see para. 569).

- (l) When proceeding to join his brigade or battalion after exchange with an officer on leave in England.
- (m) When rejoining his regiment, if in India, from a probationary appointment with a native regiment, or on failing to gain final admission to the staff corps (see clause (k), para. 512).
- (n) When proceeding to a presidency town to appear before a medical board in accordance with the provisions of G. G. O. No. 35 of 1882, or when returning therefrom.

532. When voluntarily retiring from the army after less service than gives him claim to gratuity or pension under articles 645 to 650, Army Regulations, Vol. I, Part III, Royal Warrant of 1st July 1881, officers will be liable to defray the cost of their own passage home and of their successors' passage to their regiments. Officers proceeding to England on private affairs will be liable to pay the expense of their successors' passage to the station from which they have proceeded, provided—

- (a) They exchange to another regiment, or are seconded in their regiment (except on selection on public grounds as adjutants of the auxiliary forces).
- (b) Are transferred to the militia upon half pay for ten years under the Royal Warrant, Army Regulations, Vol. I.

533. When an officer who is returning from leave to England and doing duty with troops *en route*, leaves such troops to proceed to his own station, his title to travel at the public expense then ceases.

534. Surgeons of the Indian medical service are not eligible either for an allowance of passage money or for passage in Her Majesty's Indian troopships, or for free railway passage to the port of embarkation, when proceeding to England on medical certificate.

535. An officer who may be placed on court martial or any other duty at a station he is visiting on general or privilege leave is not entitled to a free passage back to his regiment or appointment, even though he may be detained at that station beyond the expiration of his leave. He has merely a claim to an extension of leave for the number of days he was on duty.

- (a) Executive commissariat officers returning from furlough are not entitled to proceed at the public expense to the stations to

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## IV.—Passages to Officers in the Ordnance and Military Accounts Departments.

which they may be posted. This ruling is applicable to commissariat officers, who on return from furlough, may be temporarily attached to the Presidency or Allahabad executives.

536. Whenever a staff officer is permitted for his own convenience to perform the duties of his office at a hill station, all arrangements for the transfer are to be made by the officer himself. When the departure of a general officer on leave necessitates the removal of his staff officers to the hills, or to the station where the officer on whom the command of the district devolves is residing, all travelling expenses connected with the movements of the staff officers must be privately arranged for by the general officer before he proceeds on leave.

537. In cases where officers entitled to passage money from the Indian military funds may prefer to make their own arrangements for proceeding to Europe, they will proceed, as heretofore, under the rules of the funds to which they may belong, and will not, therefore, be entitled to free conveyance by rail to port of embarkation.

538. Officers of the staff corps and Indian army, who may be removed from the staff college, Sandhurst, as unlikely to make efficient staff officers, or who may fail to pass the probationary examination at the end of the first year, or the final examination, will be required to rejoin their stations in India with the least possible delay and at their own expense.

539. Subaltern officers of the Indian service proceeding home on leave on medical certificate are granted free passages by rail to the port of embarkation, but are not allowed free conveyance to their stations on return from leave.

## IV.—Passages to Officers in the Ordnance Military Accounts, and Judge Advocate General's Departments.

540. The following rules regulate the grant of passages at the public expense to officers of the ordnance, military accounts and Judge advocate general's departments:—

I. An officer appointed permanently to the post of director general, inspector general, controller or judge advocate general, will not be allowed free passage on promotion.

II. An officer moved within the presidency in which he is serving to act as inspector general, controller or judge advocate general, will not be allowed free passage, but if moved from one presidency to another on account of such acting promotion, he will be allowed free passage for himself, and, if the duty extends over six months, for his family also.



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## VI.—“On Duty” Certificates without Warrant.

III. An officer below the grade of inspector general, controller, or judge advocate general moved from one appointment to another in the interests of the public service, whether permanently or temporarily, will be allowed free passage for himself, and if the move is permanent or on account of duty of a permanent nature extending over six months, for his family also.

## V.—Passages to Officers transferred to or from Civil Appointments.

541. When an officer or subordinate of any grade in the military or medical department is transferred to civil employ, his allowances are paid by the civil department from the date on which he gives over his military duties, and he is therefore not entitled to passage warrants to enable him to join his civil appointment.

542. Similarly, when an officer or subordinate is transferred from civil to military employ, his allowances are paid by the military department from the date on which he gives over his civil duties; and *if he is entitled under the regulations* to passage at the public expense, he may be provided with warrants to enable him to join his military appointment.

543. The same rule will also apply to the case of an officer transferred from one department to another.

544. All officers transferred to or from the corps marginally noted, with the exception of the commandant of the Malwa Bheel corps, who is

(a) Deoli irregular force, Erriupura irregular force, Malwa Bheel corps, Meyar Bheel corps, Bhopal battalion and Mhairwarra battalion.

primarily in political employ, travel under military rules.

## VI.—“On Duty” Certificates without Warrant.

545. Commissioned, warrant and native commissioned officers<sup>1</sup> in military employ, travelling “on duty” (*vide* para. 510), but without a Government passage warrant, or proceeding on, or returning from, leave on medical certificate, and paying their own fares (whether entitled to mileage rates or not), are to be allowed to travel in the next higher class of carriage than that for which they purchased tickets, on their producing a certificate, form E (Appendix XVI), signed in the case of officers in regimental employ, by an officer who is, under the regulations, authorized to issue passage warrants. Officers not in regimental employ are authorized to sign certificates for their own use. If form E certificates be not

<sup>1</sup> As the railway companies are bound to convey officers proceeding on public duty as 1st class passengers at 2nd class rates, whether payment is made by the Government or by the officers, only 2nd class rates are recovered from officers who, though not entitled to free conveyance, have been supplied with passes.

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## VII.—Officers entitled to Mileage Allowance.

produced at the time of booking, no refund can be claimed on subsequent presentation.

In the case of officers entitled to mileage rates, the authorized scale of travelling allowance must be reduced by the amount by which the first class fare exceeds the second class, or the second class fare the third class, as the case may be.

Warrant officers and soldiers of all ranks proceeding to Calcutta, Madras, or Bombay, for the purpose of passing the examinations in Native languages specified in clause 212, India Army Circulars of 1881, are also to be provided with certificates, form E (*vide* para. 622).

I.—This, however, is subject to the limitation that commissioned officers only are to travel 1st class with 2nd class tickets; and warrant native commissioned officers, 2nd class with 3rd class tickets.<sup>1</sup>

II.—The certificate is to be given up at the station when the ticket is purchased, the ticket issued being backed up as follows:—

“To travel \_\_\_\_\_ class, under Government.

“Certificate No. \_\_\_\_\_

“Name of Officer \_\_\_\_\_

“Station-master.”

III.—This order does not apply to any class of Government servants other than those specified in this paragraph, nor is it applicable to the wives and families of commissioned, or warrant officers; and the certificate is not to be granted to commissioned and warrant officers travelling by the Oudh and Rohilkund Railway so long as the fares are not in excess of nine pies and two pies per mile, respectively, for upper and lower classes.

## VII.—Officers entitled to Mileage Allowance.

546. Warrants should not be issued to the following officials when moving on tours of inspection and drawing mileage allowance; if, however, these officials travel on any other duty, they should be provided with warrants:—

Deputy surgeon-general.<sup>2</sup>

Commissary general.

<sup>1</sup> As yet only applicable, as regards native commissioned officers, to the lines of the Madras and South Indian railways, East Indian railway, the North-Western railway, and the Bombay, Baroda and Central India railways.

<sup>2</sup> The deputy surgeon-general and sanitary commissioner, Assam, is entitled to mileage at the rate of 12 annas a mile.

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## VII.—Officers entitled to Mileage Allowance.

Deputy commissary general.  
 Executive commissariat officer.  
 Officers of the ordnance department.  
 Inspector general of artillery in India.  
 Brigade major to ditto.  
 The accountant general, military department, and assistant accountant general, military department, when on inspection duty, at special rates.  
 Assistant adjutant general for musketry (when required to quit army head-quarters to make a tour of inspection).  
 Deputy assistant adjutant general for musketry<sup>1</sup> (except in the eastern frontier command, where actual expenses are passed).  
 Director of garrison instruction.  
 Inspector of gymnasia in India.  
 Assistant director of gymnastics.  
 Officer commanding royal artillery } when proceeding on a tour of  
 division or district } inspection duty only.  
 Adjutant to ditto  
 Director of army remount operations.  
 Inspecting veterinary surgeon.  
 Superintendent of army schools (British or native).  
 Assistant superintendent of British and native army schools, Madras.  
 Sub-inspectors of army schools.  
 Officers of the quartermaster general's department (when inspecting barracks).  
 Officers of the army remount department (when travelling more than 20 miles from and to their stations).  
 Analyst of potable waters.  
 Barrack-master.  
 Pension paymaster, Dapoolie.  
 Chief civil armourer.

547. Officers entitled to receive mileage allowance are not to be provided with warrants in addition for the conveyance of their families.

548. An officer entitled to the mileage rate when travelling on duties connected with his office is in no case to be provided with a railway credit or other order for free conveyance by land.

*Note.*—In calculating travelling allowances at mileage rates, fractions of a mile are to be omitted.

<sup>1</sup> The offices of the deputy assistants adjutant general, who are employed as instructors, are removed annually from the 15th April to the 31st October from the head-quarters station to the school stations. (*Vide* G. O. C. C., dated 2nd April 1886.) The deputy assistants adjutant general travel on warrants when proceeding to the schools in the first instance, and back as far as the first out-station they have to visit *en route*, when they are granted out-station and mileage allowance. On proceeding to the schools for the second class, mileage and out-station allowance cease at the last station in which they perform inspection duty, and they should then proceed onward on warrants.

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## VII.—Officers entitled to Mileage Allowance.

- (a) The distance for which mileage allowance is drawn is calculated from the officer's residence, irrespective of the point at which carriage by rail, dāk, &c., may be available, to the quarters he occupies in the station to which he may proceed on inspection duty, and thence to his temporary residence in another station, or back to his own quarters.

Should he not take a horse with him at the public expense, or draw deputation or out-station allowance he will be entitled to the actual charges incurred in travelling from his temporary residence to the several places in a station he is required to visit on duty, and back; the bill for such charges being supported by a certificate, under his signature, to the effect that the amount claimed was actually expended.

- (b) Officers entitled to mileage are to receive it, whether they travel by their own or public conveyance.
- (c) When officers authorized to draw mileage allowance proceed by rail, they are entitled to the allowance for the number of miles charged for by the railway authorities, although this may be more than the actual distance, as in the case of the Ghaut portions of the Great Indian Peninsula railway.

549. When an officer entitled to mileage allowance travels by river or sea, he will be provided with a passage at the public expense in lieu of mileage allowance (see para. 509).

550. An officer entitled to the mileage rate of travelling allowance when travelling on duty connected with his office cannot draw that rate when he is removed to another station or charge. If entitled to conveyance at the public expense on such occasions, he must obtain an order for free conveyance, or draw the actual expenses of the journey, provided they do not exceed the authorized mileage rate.

551. Lady nurses when travelling *on duty* and when proceeding to and from hill stations on medical certificate are entitled to warrants for 1st class passages by rail with one servant, and for full dooly, gharry, or tonga conveyance by road.

On first arrival in India and on returning to England they will be entitled to conveyance for 6 cwt. of baggage from the port of debarkation to destination and *vice versa*. On all other occasions, such as transfer or temporary movement from one station to another, 4 maunds of baggage will be carried free by rail, the road allowance being limited to what can be taken in the conveyance by which the lady nurse travels.

VII.—Families of British Officers.<sup>1</sup>

552. In no case, except in that of the family of the commander-in-chief in India, is free conveyance by dāk or by other mode of land transit than by rail sanctioned for the family of an officer (see para. 563).

553. Officers travelling on duty of a permanent character are entitled to free passage by railway only for their families,<sup>2</sup> but not for sons over 16 years of age.

Duty will be considered permanent—

- (1) When it is known or fully expected to extend over six months.
- (2) When no additional staff salary or remuneration is attached to the duty.
- (3) When the duty is not one likely to require frequent change of station, and that it is of a nature to admit of the officer having his family actually with him during its prosecution. This applies equally to the families of British officers holding relative or honorary rank.

When the nature of the duty is at all open to question, a reference must be made to Government.

554. The families of British officers, and officers of the staff corps and Indian army, including those of the royal (late Indian) artillery and engineers, appointed, while residing out of India, to divisional commands in India, are, on arriving in India or returning to England, entitled to passage at the public expense, &c., from or to the port of embarkation over such portion of the journey as is performed by rail. In like manner, the families of the adjutant general and quartermaster general, when those officers belong to the British service and would necessarily return home on the expiration of their tour of duty, are entitled to free passages by railway to the port of embarkation.

555. When an officer on first arrival in India has been provided with a passage either by troopship or by private vessel, and is entitled to a passage to his final destination at the public expense, his family may also be furnished with a free railway passage from the port of disembarkation, whether they accompanied him from England or not (see para. 567).

556.<sup>3</sup> All officers under the rank of general officers who are entitled to passages to Europe at the public expense, and are proceeding to

<sup>1</sup> The term "family" applies to wife and children only.

<sup>2</sup> This rule does not apply to the case of a regiment marching, when the family of an officer proceeds by rail.

<sup>3</sup> Not applicable to the families of officers of the royal artillery proceeding to join the advanced class at Woolwich.

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## VIII.—Families of British Officers.

Bombay or to the port at which they may be permitted to embark (when, under any of the circumstances detailed in para. 179 of Army Regulations, India, Vol. X, Part I, they may be provided with a passage in a privateship or steamer), are allowed free passages for their families by rail to port of embarkation.

557. Officers of the British service invalided to England are entitled to free conveyance by rail to Bombay for their families.

558. Passages by rail are granted to the families of officers of the Indian service travelling under the circumstances detailed in para. 512, clause (o). Passages by rail to port of embarkation are granted to the families of officers of the late Indian artillery who elect to retire under the provisions of the Royal Warrant of 8th September 1878.

559. Officers permitted to remain in India to complete a tour of staff service are allowed free passages for their families to the port of embarkation at the expiration of their tour (see para. 512, clause (g)).

560. Officers of the army head-quarters staff in India and Bombay proceeding to the seat of Government under orders of the respective commanders-in-chief are entitled to free conveyance by rail for their families, provided the stay of the offices at Calcutta and Mahableshwar respectively extends over four months.

561. When an officer is ordered on temporary duty from one station to another, and permanently retained at his destination in the interest of the service, or permanently posted to any other station, he is entitled to a railway warrant to enable his family to join him. Should, however, the transfer of an officer be made for his own convenience, or at his own request, he has no claim to a passage either for himself or for his family.

562. Where, under existing rules, an officer travelling by rail or river steamer on permanent duty is compelled on account of sickness or other sufficient cause to leave his family behind, free passage by rail or river steamer (see para. 564) may be granted to them when they are able to follow him. The passage will be given on the application of the officer concerned, who must state that his family was living with him at the time he himself left, and explain why they were unable to accompany him. Should they not be present with him at the time he moves, he has no claim to have them subsequently conveyed free to his new station.

563. Free conveyance by rail is allowed for the family of every officer (except that of an officer who may be called upon to retire and is granted the pension or half pension of his rank, or a special annuity) who may be entitled to a free passage by sea, or who may be

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## IX.—Honorary Commissioned and Warrant Officers of the Indian Lists.

ordered to England on duty or on medical certificate, if he is entitled to a passage at the expense of the state, whether he embarks on board one of Her Majesty's troopships, or in a vessel with troops round the Cape of Good Hope, or is allowed to embark where he pleases under the authority of medical opinion (see also note to para. 512, page 125). The family of an officer who draws passage money from the military fund is not entitled to this indulgence.

564. The family of an officer provided with free conveyance by rail is entitled to a free passage by railway and steamer when there is through booking and the journey by rail and railway companies' steamer is continuous and viewed as one.

565. Free conveyance is allowed for the family of an officer promoted from the ranks for the first journey he may be called upon to make on duty subsequent to promotion (see para. 520).

566. Sub-inspectors of army schools are entitled to passages for their families under the same conditions and regulations as apply to the officers of the army generally. These officers are entitled to rail passages for themselves and families to and from the port of embarkation when they receive passage by sea under the ruling of para. 275 of Army Regulations, India, Vol. X, Part I.

567. The family of an officer granted a free railway passage under para. 555 are allowed free conveyance for their baggage to the following extent:—

For the wife and all children under 14 years of age	.	.	.	6
For each child above 14 years of age an addition of	.	.	.	0½

568. An officer, being a widower and having a child with him, shall be treated as a married officer in regard to his claim, if of the prescribed rank, to a passage for a female servant.

569. The family of an officer dismissed, cashiered, permitted to retire to avoid a court martial, or removed from the service, may be provided with free conveyance to port of embarkation if they are in destitute circumstances (see para. 531, clause k).

 IX.—Departmental Honorary Commissioned and Warrant Officers  
of the Indian Lists.

570. The ruling contained in paragraph 515 is applicable to honorary commissioned and warrant officers of the Indian lists.

571. Honorary commissioned and warrant officers, proceeding to Bombay in view to being provided with passages in one of Her Majesty's

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troopships, or when ordered to England on duty or on medical certificate, are entitled to free passages *by rail* to the port of embarkation for themselves and families, as also on their return to their stations on the expiration of such leave, except in the case of leave being overstayed, when the privilege will be forfeited.

572. Honorary commissioned and warrant officers of the public works and military departments, proceeding to England or the colonies on medical certificate, in view to retiring at the end of their leave, or on being admitted to the Europe rate of pension, and who are entitled to the passage money of their ranks to Europe, or when invalided in India but qualified by service to retire in Europe, if desirous of admission to the English rate of pension, are, on finally relinquishing all claims to the Indian rate of pension, entitled to a free passage, or the regulated passage money of their rank to Europe, and are also entitled to free passage for themselves and their families by railway to the port of embarkation.

573. Honorary commissioned and warrant officers receiving a retiring pension to settle in the colonies are allowed, in addition to free passage by sea, transport by rail to the port of embarkation for themselves and families, as granted to those proceeding to England on retiring pensions.

574. The rules regarding passages prescribed for officers are generally applicable to honorary commissioned and warrant officers; they are further granted free conveyance at the public expense when moved on promotion, or transferred to a more lucrative appointment. Their families are also allowed free conveyance when travelling with them *by rail* under the above circumstances, except when they are temporarily transferred to another station or appointment (see para. 582).

575. An honorary commissioned officer, when entitled to free conveyance, is, in respect of accommodation, on the same footing as a commissioned officer of corresponding substantive rank.

576. Honorary commissioned officers of the commissariat department proceeding on *bond fide* inspection duty draw the same mileage as commissioned commissariat officers, but warrant officers at hill stations when visiting outposts at any distance from their head-quarters are only allowed actual expenses.

577. The rules in this section referring to honorary commissioned officers, are also applicable to senior apothecaries.

578. A warrant officer or regimental staff sergeant, or British non-commissioned officer of sappers and miners when travelling at the public expense, is allowed to take one servant by bullock train when the bul-



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lock train is in continuation of a railway journey, or when any part of the entire journey is by railway.

579. Conveyance hire for warrant and non-commissioned officers of the commissariat and ordnance departments, proceeding on duty to and from different parts of their own stations, is recovered on contingent bills countersigned by the chief commissariat officer of the command, or the inspector general of ordnance of the circle respectively.

A certificate must be furnished that the use of the carriage was absolutely necessary, that the cheapest description of carriage was used, and that public carriage was not available, or that, under the circumstances of the case, time did not admit of its being applied for.

581.

582. When an honorary commissioned or warrant officer travels by rail or government river steamer at the public expense on duty of a permanent nature (as defined in para. 553), and is permitted to take his family with him, free passages will be allowed for his wife and children.

583. The provisions of para. 562, granting free conveyance to the family of an officer when unable to accompany him owing to illness or other causes, are applicable to the family of a warrant officer, a certificate from the departmental officer being sufficient authority.

584. A warrant officer returning from leave *on medical certificate* is considered to be travelling on duty, and is allowed to travel in the next higher class of carriage to that for which he purchases a ticket on producing a certified extract of orders directing him to travel on duty. This privilege does not extend to his family (see para. 545 I).

585. When an honorary commissioned or warrant officer has been invalided and pensioned, he is not entitled to free conveyance from his station to his intended place of residence if he elects to remain and draw his pension in India.

586. Warrant officers are not entitled to carriage hire or conveyance by dāk when proceeding to appear before a medical board or an invaliding committee; it is only when the station can be reached by rail that a free passage is allowed on such occasions.

587. A warrant officer dismissed the service is entitled to passage by road, river, and rail, for himself and family to his intended place of

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## X.—Clerks, Purveyors, Civilians, &amp;c.

residence in India, on the understanding that no further claims for passage will be admissible.

588. A free passage is not admissible to a warrant officer and his children when proceeding to place the latter in, or withdraw them from, a government educational institution.

589. The travelling expenses of a non-commissioned officer acting as civil chief master armourer, when on tour of inspection, are to be governed by the rules laid down for departmental non-commissioned officers when travelling on duty.

## X.—Clerks, Purveyors, Civilians, &amp;c.

590. Except where it is otherwise provided in this or other regulations, or where it may be otherwise specially sanctioned by the Government of India, the travelling allowance of clerks in all military offices will be regulated by the Civil Travelling Allowance Code.

591. The office establishments which accompany army head-quarters, including the offices of the surgeon-general, Her Majesty's forces, Bengal, and the director of army remount operations, whether travelling on tour of inspection or to and from Simla, are to be provided with warrants and accommodation by rail on the following scale:—

1st class for the chief clerks of the offices of the adjutant general and quartermaster general in India and for honorary commissioned officers, and deputy assistant commissaries not holding honorary commissioned rank and 2nd class for all others except inferior servants, who are allowed 3rd class accommodation.

(a) Free conveyance by rail is authorized for the family of a clerk or draughtsman employed in army head-quarters' offices when travelling on duty with His Excellency the Commander-in-Chief in India from Simla to Calcutta, or *vice versa*, or to and from a standing camp, *viz.* 1st or 2nd class according to the class to which entitled provided the stay of the offices at Calcutta extends over four months.

This rule is applicable to children irrespective of age, provided they are dependent on their fathers and are living with them.

The provisions of this paragraph also apply to clerks of the Bombay army head quarters provided the stay at Mahableshwar extends over four months.

592. The office establishments of the director general of ordnance in India and the commissary general-in-chief, when travelling between Simla and Calcutta, will receive travelling allowances for themselves and their families under the Simla Allowance Code.

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When travelling on inspection tour, off the line of route between Simla and Calcutta, these establishments will be granted free conveyance and batta at 50 per cent. on their salary to those drawing R200 a month and under, and one-third of their salary if drawing over R200.

593. Commissariat clerks, gomastahs and purveyors and clerks employed in the ordnance department, also those clerks of the district staff offices who are under the uncovenanted service rules, are allowed 2nd class railway warrants under the following circumstances :—

I.—When transferred from one station to another on duty.

II.—When proceeding from one appointment to another in the public service on the occasion of their transfer, either permanently or temporarily, and whether with or without promotion, if entitled to draw pay or acting allowance during the period of their transit, and provided they are not transferred at their own request.

When transferred in the interests of the state from one station to another, whether the transfer involves an increase of salary or not, they will be allowed free conveyance by rail for their families, provided they themselves are entitled to travel at the public expense under rule II; that they are expected to continue in their new appointments for at least six months, and that the appointments from and to which they are transferred are on the same roster.

When travelling by river steamer, they will be allowed passage orders for themselves and families under the rules in chapter II, section 4, and chapter XI, section 61, of the Civil Travelling Allowance Code.

- (a) A clerk proceeding to join a permanent appointment for the first time is not entitled to free conveyance.
- (b) A clerk or gomastah entertained for temporary employment is allowed free conveyance to the station at which his services may be required if no suitable person can be had on the spot, and the officer who engages him considers it necessary to authorize his travelling at the public expense; but a clerk transferred to a permanent appointment is not entitled to free conveyance when proceeding to join.
- (c) Extra clerks returning to the places at which they were engaged on the termination of the duty upon which they had been employed, or on account of ill-health, are entitled to a free conveyance by rail with free passage for one servant and mileage at 4 annas per mile by road.
- (d) If a clerk drawing more than R50 per month, who proceeded on leave from Calcutta to Europe, is on his return removed for the

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convenience of the public service to some other station, he is entitled to mileage at 4 annas a mile by dāk, and 2nd class fare by rail from Calcutta to his new station. Similarly, if he proceeded to England from, say, Benares, and on his return is ordered to rejoin at Meerut, he would be entitled to travelling allowances from Benares to Meerut, if not provided with a free passage. But in the case of a clerk who proceeded on leave, say from Meerut to Calcutta, being ordered to rejoin at Benares, no travelling allowance is admissible, Benares being nearer to Calcutta than Meerut.

- (e) Free conveyance to their homes for families of clerks ordered on field or foreign service is not authorized.
- (f) Clerks of the commissariat or quartermaster general's department returning to India on leave on medical certificate from Burma are entitled to passages by rail and river steamer for themselves and their families to the port of embarkation in Burma. On rejoining their stations in Burma from such leave they are entitled to passage by rail and river steamer for themselves only.
- (g) The widows and children of clerks of the commissariat and quartermaster general's departments, who may die while in the service of the state in Burma, are entitled to passage by rail and river steamer to the port of embarkation for India.

594. The provisions of paragraph 562 are also applicable to the wives and families of clerks entitled to passage under the above conditions, a certificate from the departmental officer being sufficient authority.

595. A civil chief master armourer on first joining from England or on being transferred from one arsenal to another, is provided with free passage like a subaltern; but on tours of inspection he draws the usual mileage allowance of 8 annas by dāk and double first class fare by rail. When on duty at an out-station he will be entitled to the actual charges incurred in travelling from his temporary residence to the several places in a station he is required to visit on duty and back, the bill for such charges being supported by a certificate, under his signature, that the amount claimed was actually expended, and by certificates from the commanding officers of the corps visited by him, showing the number of visits paid to each corps.

596. First class mechanics who are civilians and employed in the military department in the three presidencies, are allowed free 1st class passes when proceeding on duty by rail at the public expense, and a mileage allowance of 8 annas a mile when travelling by dāk, with a detention allowance of Rs. 2-8 for every night's absence from home on duty

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## XI.—Regimental Warrant Officers, Non-Commissioned Officers and men.

596a. Civilian mechanics (other than civil chief master armourers, chief mechanical engineers or 1st class mechanics mentioned in paragraph 596) employed in the military department in the three presidencies, when travelling on duty, are allowed free passages with servant, baggage, accommodation, &c., as laid down for conductors.

Passages for families are admissible when the duty is of a permanent nature (as defined in para. 553).

597. Second class accommodation is sanctioned for the civilian bandmasters of native regiments and their families, when the regiments are moved by rail, but their carriage on the line of march is not allowed.

598. The travelling expenses of a civilian bandmaster will be paid by government on occasions when a regimental band may be ordered to a distance from the station where the regiment is quartered.

599. When hospital purveyors and victualling gomastahs are permanently transferred from one station to another, they are entitled to passage for their families at the public expense.

## XI.—Regimental Warrant Officers, Non-Commissioned Officers and men.

600. Previous to departure from their regiments or original stations, all soldiers, whether travelling singly or in small parties, should be given clearly to understand the different places at which they are to break journey.

601. It will generally be found more convenient to grant ration money to such men except in cases where arrangements have been made for their messing at intermediate stations (see section IV).

602. A departmental non-commissioned officer moving on duty to a distance of not less than five miles, is to be provided with the necessary pass, when it is possible to perform the entire or any portion of the journey by railway.

(a) Zilladars and salutries of the horse-breeding department when accompanying assistant superintendents of the department on inspection duty are allowed their *bonâ fide* travelling expenses on a certificate from the assistant superintendent, that the most inexpensive kind of carriage has been used.

603. Non-commissioned officers of departments, when proceeding to England on medical certificate, are allowed free passages *by rail* to the port of embarkation for themselves and families, and back to their stations on the expiration of such leave. Any charges incurred for their

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transport other than by rail must, as in the case of warrant officers similarly situated, be defrayed by themselves.

604.<sup>1</sup> When, under medical advice, a change of climate is necessary for a non-commissioned officer or soldier on the staff, or in army executive departments, a bazar sergeant, or sub-assistant apothecary who is not in receipt of pay, consolidated or otherwise, amounting to ₹100 per mensem exclusive of horse or travelling allowances or allowances in lieu of quarters or camp equipage, a free passage is authorized to a hill depôt or to any station the climate of which may be considered more suitable, provided accommodation is available. General officers commanding districts may sanction the necessary passage, provided each application for passage is supported by a medical statement of the case, and a certificate by a medical officer that the state of health of the patient renders a change of climate absolutely necessary.

The medical certificate is to be attached to the passage warrant, and should more than one warrant be granted for the journey, the number and date of the warrant to which the certificate has been attached is to be quoted.

605. The provisions of the preceding paragraph are applicable to the families of the non-commissioned officers referred to therein.

606. Whenever, under medical advice, it may be considered necessary to send a non-commissioned officer or soldier of any of the classes mentioned in para. 604 to a hill or other station in charge of his sick wife, the sanction of the general officer commanding district to the grant to him of passage at the expense of the state must be first obtained. The provisions of this paragraph are also applicable to regimental non-commissioned officers and men.

607. Passage to the port of embarkation and back to their stations for soldiers ordered to accompany their sick wives, when the latter are invalided to England, can only be granted with the special sanction of the Government of India, Madras, or Bombay respectively.

608. Armourer sergeants proceeding on duty are to be provided with free transport by rail.

609. On all practicable occasions it is the duty of schoolmasters and schoolmistresses to apply to the station authorities for free passage warrants before incurring expense on account of travelling.

610. A trained army schoolmistress, who may be recommended by a medical board for a change of residence in India on account of ill-health, or who may be declared by a medical board to be in such a state of

<sup>1</sup> The restrictive limit of pay is not applicable to the cases of 1st class sergeant instructors of volunteer corps.

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## XI.—Regimental Warrant Officers, Non-Commissioned Officers and men.

health that a return to Europe is necessary, is entitled to a passage at the public expense.

611. A soldier ordered on duty to another station, singly or with a small party, may be directed to proceed either by rail, bullock-train, river steamer, or by ordinary marches, as circumstances may require.

612. When travelling by rail, a railway warrant for a 2nd class seat is issued; if by river steamer, warrant officers, departmental non-commissioned officers and 1st class regimental staff sergeants 2nd class, and all other grades, deck passage. When proceeding by ordinary marches a single man is provided with a staff sergeant's tent and lascar; two or four men are allowed the same.

Combatant and medical warrant officers, British non-commissioned officers and men, should be provided with special class accommodation on board the daily mail steamers plying between Dhubri and Dibrugarh.

613. The despatch of a soldier by dâk except in very urgent and exceptional cases is prohibited.

614. Soldiers of British regiments and batteries of royal artillery, transferred from one corps or battery to another at their own request, are to be provided with transport by the state.

615. Free passage by rail, bullock train, or steamer is authorized for soldiers, British or native, on the occasion of their presence being required at other stations on a summons from a magisterial officer to appear in criminal cases. On the conclusion of this duty, a return passage will be granted to them.

In cases where judicial proceedings are instituted by a British soldier, with the permission of his commanding officer, in view to obtaining a divorce from his wife, under the Indian Divorce Act, free passages by railway are allowed for all parties to the suit.

616. A soldier is entitled to free conveyance when proceeding, for the first time, to join an appointment in a military office.

617. A soldier who purchases his discharge with the view of residing in England or the Colonies, will bear the expense of his conveyance, and if a married man, that of his wife and family also. Warrants should be issued for the journey, the cost of which will be recovered from the amount deposited by him for this purpose (see paras. 349 and 351, part I, volume X).

Should such a soldier obtain permission to remain in India after his discharge, the cost of his passage, and if a married man, that of his family also, to his intended place of residence will be borne by himself.

618. Free passage by the cheapest route is sanctioned for a recruit for the British service enlisted in India joining his regiment.

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## XI.—Regimental Warrant Officers, Non-Commissioned Officers and men.

619. A soldier taking his discharge otherwise than by purchase is entitled, if he elect to reside in India, to a free passage to his elected place of residence. Should it not be feasible to provide such soldier with passage warrants, he will receive at the rate of one anna per mile for himself and also for his wife, and eight pies for each child accompanying him.

The provisions of this paragraph are applicable to men of the garrison or governor's band and corps of ordnance artificers, Madras.

620. Free passage to the place of enlistment is authorized for a British soldier enlisted in India and discharged the service as an incorrigible character.

If free passage cannot be provided, he will receive travelling allowance under the rules laid down in para. 619.

621. Free conveyance to the port of embarkation and back is authorized for the husband of a woman of bad character ordered to be removed to England, or for any other person who may be selected by the local military authorities to proceed in charge.

622. Warrant officers and soldiers of all ranks proceeding to Calcutta, Madras, or Bombay for the purpose of passing the examinations specified in Indian Army Circular 12 of 1889, will be supplied by officers authorized to sign passage warrants, with form E certificates (para. 545) for the forward as well as for the return journey. The cost of both journeys by rail, as also actual expenses, within authorized limits, by bullock train or dâk, will be recovered by successful candidates in a contingent bill.

(a) Free passage is allowed to British soldiers proceeding to and from an examination with a view to obtaining a certificate of qualification as sergeant-instructor of musketry.

623. Free passage by rail is not admissible to British non-commissioned officers or soldiers when on short furlough in India.

624. In the event of passage to England being sanctioned for a distressed pensioner or discharged soldier, free conveyance by bullock-train and rail is authorized for him to the port of embarkation, and for his family, if his marriage took place before he quitted the army, and whilst *en route* he may be allowed rations on payment at contract rates that is, at the same rate as the troops.



## XII.—Families of British Troops.

625. Non-commissioned officers and soldiers travelling on duty of a permanent nature (as defined in clauses 1 and 2, para. 553) are entitled to free passage by rail or river steamer for their families, including their adopted children when they are the legitimate offspring of soldiers and are *bond fide* dependent on them for support whenever they are permitted to accompany them.

626. Free passage by railway is allowed for the sons over 16 years of age of regimental warrant officers, non-commissioned officers and men, when the families together with the *fathers* proceed by rail; but not when *fathers* proceed by route march, and the families by rail.

627. The provisions of para. 562 are applicable to the wives and families of non-commissioned officers and soldiers, a certificate from the commanding officer being sufficient authority.

628. When mounted corps move between stations on the line of rail, a reference must in each case be submitted for the orders of the Commander-in-Chief, enquiring whether the families and such public stores as are carried on the line of march at the public expense should be sent by rail.

On such occasions the weight of the baggage belonging to the families is to be regulated by the scale laid down in para. 326, section II, all excess being paid for in the usual manner.

629. When free passages to England are granted as special cases upon the recommendation of a medical committee (the proceedings of which should invariably accompany the application for passages), to the wives and children of non-commissioned officers or soldiers serving with their corps or on the unattached list in India, free passages to the port of embarkation are also sanctioned (see also Army Regulations, India, Vol. X, Part I, passages, non-commissioned officers and men, families).

630. When the Eurasian families of soldiers sent to England as insanes desire to remain in India, they may be granted a free passage by rail, or their travelling expenses to the station at which they may elect to reside. Should the soldier recover, and wish his family to re-join him at home, the provision of a passage for them, if applied for, will be considered on the merits of the case.

631. Free passage by bullock train, or an allowance of 2 annas per mile, is granted for the family of a non-commissioned officer of the unattached list or staff employ transferred on permanent duty to a station five miles distant. If ordered to travel by *dāk* or any other

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## XII.—Families of British Troops.

expeditious mode, he can take his family with him, but any extra expense, in excess of the allowance of 2 annas a mile, will not be borne by the state.

632. A soldier's wife of bad character is allowed a free passage to port of embarkation when proceeding to England at the public expense (*vide* para. 631).

633. Free passages to and from asylums are sanctioned for the insane wife of a soldier and her attendant or attendants.

634. The wife and children of a soldier who is a deserter, and has not been captured within twelve months of date of desertion, are entitled to a free passage by rail to the port of embarkation, and a passage from thence to England.

635. The wife and children (including step-children) of a soldier who may be permitted under the special sanction of government to remain in India after the departure of the husband or father will not be granted a subsequent passage from India.

636. Wives of soldiers who in consequence of being in private service do not embark with their husbands, are not afterwards entitled to a passage; but if they are prevented from accompanying their husbands by any other cause beyond their own control, they will be entitled to a passage when the impediment shall have ceased to exist.

637. When the wife of a soldier serving in India takes private service and returns to England, a report of the same is to be made to the adjutant general, and also to the officer commanding the depôt at home, with a view of preventing the possibility of a return passage to India being granted by the state.

638. The widow and children of a deceased soldier are allowed free conveyance from their station to the port of embarkation when proceeding to their home.

When marching any portion of the way a two-bullock cart is allowed.

639. Whenever soldiers' widows desire to remain permanently in India, and there is no objection to their doing so, a free passage by rail or travelling allowances at one anna a mile for themselves and eight pies for each child may be granted to them and their children to the station at which they may elect to reside, on the condition, however, that they forfeit all claim to a passage to England at any future period. The written consent to this effect should be forwarded by the despatching officer to the quartermaster general of the presidency to which they proceed for record.

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## XIII.—Homes, Schools, and Asylums for Children.

(a) The provisions of para. 639 are also applicable to army school-mistresses invalided and discharged in India, whether with or without pension, if they desire and receive permission to remain in India.

(b) Applications for inland transport to intended place of residence for the widows and families of honorary commissioned and warrant officers left in destitute circumstances, who desire to remain in India, should be submitted for the special consideration of the Government of India, Madras, or Bombay, as the case may be, according to the presidency to which the honorary commissioned or warrant officers belonged : each case will be decided on its merits.

640. Widows of British soldiers, being natives of India, are, with their children, entitled to free passage from England to their homes in India, with full rations for themselves and half rations for each child while *en route* to their destination, provided their husbands have died while in the service.

641. When, for satisfactory reasons, a soldier's child is left in a station without its natural protectors, and it is necessary that it should be sent under competent charge to its relatives in India, a passage may be granted at the expense of the state.

642. The wife and family of a British soldier who marries without leave in India are not entitled to free passage to England, or elsewhere, when the soldier leaves the country.

643. Women who are likely to be confined during the move of a regiment or detachment are to be left with their husbands at the station from which the regiment or detachment proceeds until they are able to travel, and are in no case to be sent in advance (see paras. 562 and 627).

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644. Free passage is sanctioned for children and their guardians proceeding to or from the "summer homes for soldiers' children" at Murree or Mussoorie; but, whenever practicable, the children are to be sent with convalescents proceeding to, or returning from, those hill stations.

645. Free passages, including transit from station of departure to the Lawrence military asylums,<sup>1</sup> the Bombay education society's schools,

<sup>1</sup> Asylums (for boys and girls) are established at the following stations :—

Sanawar	.	.	.	} Bengal Presidency.
Murree	.	.	.	
Mount Aboo	.	.	.	Bombay
Octagamund	.	.	.	Madras

The Lucknow Martinière and such like institutions are *not* included in the above.

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and the Scottish orphanage in Bombay, the Madras military female orphan asylum, and St. Joseph's seminary at Darjeeling, are granted for the children (whether wards of the military orphan society or the offspring of living parents) of regimental warrant officers, non-commissioned officers and soldiers, as also of non-commissioned officers in staff employ who are not in receipt of pay and emoluments in excess of Rs100 per mensem, exclusive of horse or travelling allowance, house-rent, or ration money.

Non-commissioned officers and soldiers in staff employ in receipt of pay and emoluments in excess of Rs100 per mensem, exclusive of horse or travelling allowance, house-rent, and ration money, and warrant officers, are not allowed free passage for themselves or their children on the occasion of their proceeding to place the latter in, or withdraw them from, any of the asylums or orphanages recognized by Government.

646.<sup>1</sup> Free passage for parents or guardians is granted when placing children at those institutions in the first instance only; and persons proceeding to withdraw or to take charge of children will not be allowed a free passage, either going or returning, except under the conditions detailed in paras. 651 and 653.

Any expense incurred by subsequent visits, or by children proceeding on leave, will not be defrayed by the state.

647. No children are to be permitted to travel from distant stations to an asylum between the 15th April and 15th October.

648. Passages are similarly granted to the Roman Catholic orphanages, at Simla for girls, and at Mussoorie for boys, St. Michael's school for girls at Murree and St. Joseph's seminary at Darjeeling or nearest Roman Catholic orphanage in the plains, on its being certified in each case by the lady superior of the institution for girls at Simla and Murree and by the principal of the orphanage for boys at Mussoorie and superior of St. Joseph's seminary at Darjeeling, that the child (or children) cannot be received into one of the orphanages in the hills. Passages are also granted to the Roman Catholic orphanages at Jubbulpore, Bangalore, Vellore, Vizagapatam, and Madras, and in the Bombay presidency.

649. Passages are also similarly granted for children on the *first occasion* of their being transferred from the Roman Catholic orphanages in the plains, where they may have remained for some time intermediately, to the orphanages at Simla or Mussoorie.

<sup>1</sup> If the person travelling in charge is a soldier or other person usually provided with quarters, the rule in para. 190 is applicable; if not, the dāk bungalow fees for the rooms occupied by the children are considered as part of the travelling charges.

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## XIII.—Homes, Schools, and Asylums for Children.

650. In the event of children proceeding to the Lawrence military asylum at Sanawar or the Roman Catholic orphanage at Simla, warrants should be given to Umballa only, from which place the military authorities should be requested to arrange for onward transit, and for the return passage of the soldiers or others in charge. When passages by Government bullock train are not available beyond Kalka, the commissariat department is authorized to provide jhampan or doolie passages from that place to Sanawar or Simla, and back, for children and their guardians proceeding to, and returning from, the orphanages at either of those places (see para. 493, section IV).

651. Free passages by road, as well as by rail, are allowed to soldiers or others duly authorized, proceeding to the Lawrence military asylums and other similar government institutions, whether Protestant or Roman Catholic, for the purpose of taking charge of children who are to accompany their fathers when proceeding to England or elsewhere out of India with troops, or when proceeding with their own regiments to another presidency, or on transfer to a regiment in another presidency, or on obtaining their discharge by purchase or otherwise. A free passage will be similarly given to the children and their escort from the institution.

652. Free conveyance to their homes or to the place at which employment has been obtained for them, is likewise allowed from the Lawrence military asylum, Roman Catholic and other similar institutions for government wards over 16 years of age, whose friends are willing to take charge of them; subsistence allowance at the rate of 6 annas per diem, or ₹12 per mensem, is also sanctioned for these wards while in transit to their destination.

653. No conveyance or allowance will, however, be granted to persons proceeding to remove wards under these circumstances; but when absolutely necessary, in consequence of no suitable opportunity presenting itself for despatching them under other arrangements, a free pass without remuneration may be granted to the person who may proceed in charge of *female* wards from and to the asylum or institution to their destination; no such exception, however, will be made in the case of boys over 16 years of age unless they are crippled or ill.

654. The orphan children of non-commissioned officers and soldiers when taken to the Lawrence military asylums or other orphanages in India, or when quitting such institutions to return to England or to the colonies, will be entitled until they reach the port of embarkation to a subsistence allowance of 6 annas per diem, or ₹12 per mensem. A

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## XIV.—Subordinate Medical Department.

daily allowance of 8 annas will be granted as remuneration to the person who may be in charge of the children while in transit to their destination. Neither free conveyance nor daily allowance is granted to parents proceeding to withdraw their children; if a soldier withdraws his child, he must do so at his own expense.

655. The same allowance will be granted to children of non-commissioned officers and soldiers who have left India, when they quit such institutions to proceed to England or the colonies.

656. When practicable, a suitable ration in kind is to be issued in lieu of the subsistence allowance authorized above.

657. The provisions of the foregoing rules are applicable to the *orphans* of honorary commissioned and warrant officers and pensioners whose admission into the Lawrence asylums or any recognized orphanage may be specially sanctioned by Government, or, in the case of the Lawrence military asylums at Sanawar and Ootacamund, by the principals.

658. When, under special circumstances, a soldier's child is sent to a Lawrence asylum or a Roman Catholic orphanage in a presidency other than that in which the parents are serving, a free passage *by rail* for the child and guardian is allowed when the cost does not exceed that of a journey to an institution in the presidency in which the child is residing. This rule will also govern the grant of free conveyance from an asylum or orphanage in such cases.

659. The children of Christian drummers, buglers, bandsmen, &c., attached to regiments of native cavalry or infantry, are allowed free passes by railway to enable them to proceed to schools which may be established in the neighbourhood of the stations where such corps are located. A certificate signed by the commanding officer is to be attached to each application for a free pass, showing that there is no suitable school nearer than the one selected.

660. Soldiers' step-children, whether they be the children of soldiers or not, if otherwise within rule, are always to be treated with respect to passage as their own children.

## XIV.—Subordinate Medical Department.

661. Members of the subordinate medical department, including hospital assistants and medical pupils, both grades, when in military employ, are entitled to warrants to travel at the public expense—

(a) When ordered to accompany troops.

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## XIV.—Subordinate Medical Department.

- (b) When proceeding to or from the medical colleges of their respective presidencies in order to attend a regular course of lectures.
- (c) When ordered to join an hospital or dispensary after passing the preliminary examination.
- (d) Native medical subordinates at detached posts where there are no medical or other British officers to conduct examinations when proceeding to any other station than their own for the purpose of undergoing an examination for promotion to a higher grade, or returning therefrom if the examination be successfully passed. When necessitated to march in the absence of any other mode of conveyance, they will be entitled to the field batta of their grade. If, however, they fail to pass, the candidates must defray the expenses of their passage back to the stations whence they came.

The provisions of this paragraph are extended to medical warrant officers proceeding to another station to qualify for the increased rate of pay in their ranks.

- (e) Hospital assistants and native medical pupils when travelling from a military to a civil, or from a civil to a military, appointment, will be allowed actual fares by rail or steamer and two annas a mile by road.

When employed in the military department, and proceeding from one military appointment to another, they will, if required to proceed quicker than the ordinary rate of 15 miles a day, be granted the same allowances, but only in cases when it may be impossible to provide them with railway warrants and bullock-train orders.

- (f) When hospital assistants, accompanied by their families, proceed to join their appointments, and passage by steamer connected with the railway company is included in the fare for the through journey, they are entitled to free passages for themselves and their families by the steamer, as well as by rail.
- (g) A free passage by rail is granted to an hospital assistant who may be invalided or discharged with gratuity as physically unfit for further service, when such mode of conveyance is available for his homeward route.
- (h) The rules under which free passages by rail and steamer are allowed to native commissioned and non-commissioned officers, to native soldiers, and medical subordinates when proceeding on, or returning from, leave on medical certificate are not applicable to unpassed native pupils.

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## Passages.

## XV.—Native Troops and Followers.

- (i) An allowance of two annas a mile is sanctioned for hospital assistants when ordered from one place to another on duty in the Eastern Frontier district, irrespective of the distance travelled daily.

## XV.—Native Troops and Followers.

662. When native troops are required to move from a station, they will usually proceed by ordinary route march, and not by rail, unless especially ordered by competent authority.

663. When a party of native infantry is sent on escort or other duty and the strength of troops in the garrison to which they belong will admit, they should, as a rule, be directed to return by route march. The commanding officer who issues the order directing the return of the party will, however, decide, with regard to the party being required quickly or otherwise, as to the mode of travelling to be adopted.

664. Bullock-train passages may be furnished for native escorts proceeding in charge of government stores sent by that mode of conveyance, when it is considered necessary, with reference to the value or nature of the stores or the country to be traversed, that a guard is absolutely necessary. Return passages by bullock train may, in like manner, be sanctioned for such escorts when considered necessary by the officers commanding the station to or from which the men are going. With ordinary despatches by bullock train an ordnance or commissariat lascar should suffice.

Bullock-train passages are also sanctioned for men of the army hospital Native corps who may be ordered on duty from one station to another, in cases considered emergent by deputy surgeons general.

665. The regulations regarding the grant to native commissioned officers of "on duty" certificates without warrant are detailed in para. 545.

666. A native aide-de-camp when moving on duty, by whatever mode of travelling, is allowed transport at the public expense on the scale provided for a British subaltern officer.

667. Native officers when transferred on promotion from one corps to another are entitled to a passage at the public expense.

668. Native gentlemen proceeding to join the regiments to which they have been posted on receiving direct commissions, are in the position of native recruits, and can be granted free conveyance by rail only if posted to regiments of Bengal and Bombay cavalry. But if posted to the artillery, Madras cavalry, sappers and miners, or infantry, they



## XV.—Native Troops and Followers.

will be allowed, in addition, free conveyance for their baggage or marching batta (according to the regiment to which they are posted) for such portion of the journey as is not performed by rail.

669. A native commissioned officer when travelling by rail at the public expense is entitled to take one personal servant with him free except when proceeding on or returning from furlough. A free passage by river steamer is also sanctioned for the servant of a native commissioned officer, when the latter is travelling on a passage warrant, and when the journey by river is in connection with that by rail.

670. When native commissioned officers are required to proceed to a distant station on duty, and the journey can be made by rail, they will be provided with a free passage going and returning; but when they cannot proceed by rail, and there is not time for them to reach their destination by marching fifteen miles a day, they will be provided with conveyance by bullock train, and in its absence, by the most inexpensive mode available, horse or dooly dāk being only allowed in very exceptional cases when no other cheaper carriage is procurable.

671. Free conveyance to their homes with return passage is allowed to all native commissioned officers and soldiers of the native army, drivers of mountain batteries of royal artillery and of the Punjab Frontier force, as well as to hospital assistants and passed medical pupils attached to corps, when travelling on medical certificate from station of regiment by railway or by government steamer by sea or river, whether in the presidency to which they may belong or beyond its limits. If a government vessel is not available, passage by a private one is allowed, if it is certified by a medical officer that a passage by water is absolutely necessary on medical grounds. A free passage by rail is also allowed to any of the above grades who may be invalided or discharged as physically unfit for further service, when such mode of conveyance is available on their homeward routes: also to native commissioned and non-commissioned officers and soldiers returning home after being pensioned.

672. All recruiting parties going from or returning to their regiments, including the Punjab Frontier force and Hyderabad contingent, are allowed free passage by rail; and by river steamer when the parties belong to regiments serving in the Eastern Frontier district; also by canal in the Madras presidency.

Recruiting parties sent into the districts to engage syces for batteries of royal artillery and British cavalry regiments, and the syces engaged by them, are allowed free passage by rail.

673. All recruits enlisted by duly authorized persons proceeding to join their corps, including the Punjab Frontier force and Hyderabad contingent, are allowed free passage by rail. Recruits enlisted for the

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artillery, Madras cavalry, sappers and miners, or infantry, are also allowed free conveyance for their baggage or marching batta (according to the regiment for which they are enlisted) for such portion of the journey as cannot be performed by rail. The grant of free conveyance to native recruits proceeding for approval and medical examination after enlistment is prohibited, except in the Madras presidency where recruits provisionally enlisted may receive free railway passages to the nearest military station, subject to the condition that the recruiter will be held responsible for the railway fares of men who do not come up to the standard height and chest measurement. This exception is also applicable to recruits enlisted in Burmah for the Burmah sapper company.

674. The commandant of the Aden troop is authorized to recover from the state the actual cost of the railway journey to the port of embarkation in India of each "approved" recruit enlisted at Aden for that corps.

675. Free passages in lieu of subsistence allowance for such portions of the journey as can be performed by rail or steamer will be granted to all enlisted recruits who may be ultimately rejected either by committees or commanding officers, to enable them to return to the place of their enlistment, or to their native villages on a certificate from the drawing officer, that they actually proceeded from them to the place of their enlistment. The subsistence allowance authorized in each presidency will be granted for the other portions of the journey.

676. Bullock-train passages are not authorized for recruiting parties of the native army, but such passages may be furnished for native soldiers who may be detached singly or in small numbers to another station for instruction in army signalling, reconnoitring, or surveying; to attend courts-martial or civil trials as witnesses; or when proceeding to an arsenal to be trained as regimental armourers, and on duties of a like nature.

677. It being considered unnecessary that a native officer of cavalry proceeding on recruiting service should be mounted, free conveyance by rail for his charger will not be allowed.

678. Free transport is granted to native soldiers when they are transferred from one regiment to another on strictly public grounds.

679. Native commissioned officers and soldiers dismissed the army for misconduct, &c., while on foreign service, or located beyond the limits of their own presidency, will be provided, so far as the nearest station thereof, with free conveyance by rail.

680. Free conveyance by rail or by government river steamer (with a return passage) is allowed to the native soldier travelling in charge of

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a sick comrade or sick native commissioned officer; including those who may have been discharged with pension or gratuity; but the absolute necessity for an attendant (one only is allowed) must in each case be very distinctly certified by the medical officer, whose certificate will be attached to the warrant.

681. Native commissioned and non-commissioned officers and soldiers, considered unfit for further military duty, will not travel at the public expense when proceeding from out-stations to regimental headquarters or other stations for examination before an invaliding committee, unless it is certified by the medical officer that it is physically impossible for them to march, or by the commanding officer that by marching they cannot arrive by the appointed day, whose certificate will be attached to the warrant.

682. Insane native followers may, under exceptional circumstances, be sent to the nearest lunatic asylum by rail or bullock train, but as a rule they should be discharged as unfit for further service; those who are harmless being made over to their friends; those who are criminal or dangerous, or having no friends, being transferred to the custody of the civil power to be dealt with as belonging to the civil population.

683. When native commissioned officers of the Bombay army and non-commissioned officers and soldiers of the Madras and Bombay armies, are pronounced unfit for service, and ordered to be discharged and sent to their homes, they are granted a travelling allowance in accordance with the pay regulations in force.

684. In Madras, according to the distance between the stations at which they may be discharged and their native village, at the rate of  $3\frac{1}{2}$  annas for every ten miles, an excess of five miles in the aggregate distance being charged for at the full rate; in Bombay, three annas for each day's journey of fifteen miles, but not exceeding three months' pay to men from Hindustan, and one month's pay to all others who may have been enlisted within the limits of the Bombay Government. When any portion of the journey can be performed by rail or Government steamer, free conveyance is invariably to be furnished, the travelling allowance being only admissible for the remaining portion of the homeward journey of more than fifteen miles, on a certificate of the distance from the place where the man leaves the rail or steamer to his destination.

685. Sepoys of the Bombay army discharged without gratuity will, as heretofore, enjoy the same privileges in regard to passage as those discharged with gratuity.

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686. Free passage by rail to Jubbulpore is allowed to native soldiers of the Madras army discharged while serving at stations north of Jubbulpore.

687. Men selected for the purpose of being appointed schoolmasters to native corps, in which such appointments are sanctioned by government, are allowed free passages by rail for themselves but not for their families when proceeding to join the head-quarters of their corps. They are, on their admission to the service, to be considered in respect to passages as on a footing with native recruits, and entitled to free passage by river steamer when proceeding to join regiments in the Eastern Frontier district.

688. Native soldiers on leaving their regiments to proceed to Roorkee for admission to the second and third departments of the Thomason college are to be furnished with carriage at the public expense or travelling allowance at the rate of half an anna per mile on a certificate that they are not provided with carriage.

689. Free passages are allowed from and back to their regiments to men of native regiments selected to attend the normal school at Poona, school of the Queen's own sappers and miners at Bangalore, and the teachers' college at Saidapet (Madras).

690. On the application of officers commanding native regiments, general officers commanding districts are empowered to authorize a free passage by rail or bullock train for the head armourer mistri when proceeding to detached squadrons, wings, or companies for the purpose of examining and repairing the arms, and back to regimental head-quarters. Any other incidental expenses connected with the arms must be met from the contingent allowance drawn by wing commanders.

691. Passage by rail only is allowed to men of native cavalry regiments proceeding to the veterinary college at Lahore and to men of the cavalry and artillery of the Hyderabad contingent proceeding to the veterinary college at Poona, for a course of instruction, or returning therefrom to rejoin their regiments.

692. Public followers, borne on the strength of batteries, regiments or departments serving north of Jacobabad, and who were engaged in Western India, are allowed free conveyance by rail from Sibi to Karachi when returning to Bombay on sick leave.

693. Free conveyance by rail and government steamer is not authorized for public followers discharged on medical grounds as unfit for further service, neither is the grant of free passages as sanctioned for native soldiers proceeding on, or returning from sick, leave applicable to enlisted men, such as guides, store lascars, tent lascars, or unpassed medical pupils, &c.

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694. Public followers proceeding by rail will travel in third class carriages except otherwise ordered.

695. With the following exceptions, all the ranks and establishments detailed in articles 45 and 46, Army Regulations, India, Vol. I, Part II, have the privileges and status of fighting men as regards passages:—

Salutries of British and native mountain batteries and of native cavalry; shoeing smiths of native mountain batteries; driver and mahout establishments of heavy batteries; recruit and pension boys in the Madras presidency.

696. Native officers, non-commissioned officers and men proceeding on or returning from furlough are allowed free passage by rail for themselves, but not their families. Free transport by rail is not admissible for the horses of the native cavalry (see clause (k) of para. 201).

697. Native officers and soldiers recalled from furlough to rejoin their regiments on the occasion of active service, will be reimbursed all their *bond-fide* necessary travelling expenses, other than by rail, for themselves, but not for their families, both when proceeding to their homes and when returning to their regiments. Native officers and soldiers of the cavalry are further allowed, under similar circumstances, free passage by rail for the horses, syces and ponies, which they are obliged to keep up under regulations, provided the urgency of the case necessitates their despatch by rail.

- (a) When a native infantry or cavalry regiment proceeds on service, free passages to their homes or to the places where they may elect to open their shops again, are granted to the bunniahs who may be in excess of the requirements of the regimental dépôt.
- (b) Free passages to the stations where employment can be found for them will be granted to the establishments (referred to in para. 362) of British and native troops proceeding on service, if they cannot be locally employed (see Army Regulations, India, Volume V), also to the regimental tindals and lascars of British troops who may be employed by the ordnance department. Men for whom no employment can be found, and who may consequently be granted furlough on half pay, will not receive free passages to the places where they may elect to reside.
- (c) Native army reserve men when called up for training or service and when returning from the same will be granted free passages by rail or boat, or both, and marching batta at the rate of 2 annas per 15 miles for such part of the journey

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**XVI.—Families, Native Troops, and Followers.**

as cannot be done by rail or boat. When joining the active or garrison reserve in the first instance are entitled to free passage by rail or boat to their homes, but not to marching batta.

**XVI.—Families, Native Troops, and Followers.**

698. When native troops and medical subordinates of all classes accompanying them travel by rail or government river steamer at the government expense in course of relief or on duty of a permanent nature, free passage will also be allowed for their families, if permitted to accompany them. Duty will be considered of a permanent nature as detailed in para. 553. (See also para. 711.)

699A. Free passage by railway is allowed for the sons over 16 years of age of native officers, non-commissioned officers and men, when the families together with the troops proceed by rail; but not when the troops proceed by route march, and the families by rail.

700. The provisions of para. 562 are applicable to the wives and children of native officers, soldiers, and public followers, a certificate from the commanding officer being sufficient authority in each case. Should a man's family not be present with him at the time he moves, he has no claim to have them subsequently conveyed free to his new station.

701. Free transport is not granted to the families accompanying troops detached on recruiting service; nor to the families of native soldiers proceeding to their homes on being pensioned or on leave on medical certificate.

702. A free return passage by railway to the station on the line nearest their homes is granted to the families of Madras native commissioned officers, non-commissioned officers, and sepoy serving in the Bengal presidency, and proceeding to their homes on sick leave; but a free passage back to the Bengal presidency will not be granted to the families of such Madras sepoy, nor in the event of their rejoining in Bengal at their own expense will they be entitled to a free passage when the regiment returns to the Madras presidency.

703. The widows and children of drummers and musicians of native regiments, who may die on foreign service or while serving at Aden, will be granted a free passage by steamer and rail to the station at which the widow elects to reside.

704. Free passage from Aden to Bombay, and thence to their homes, is also granted for the widows and orphans of native officers and soldiers who may die on service at the former place, the sea passages being, as far as practicable, limited to Government ships.

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## XVI.—Families, Native Troops, and Followers.

705. When native troops of the Madras and Bombay présidencies travel on duty by railway and their families accompany them, the wives and children are allowed free passage; the other members of the families will be conveyed at their own expense, and, under certain conditions, on the Great Indian Peninsula and South Indian railways, at a special rate, *viz.* 2 pies per head per mile.

706. In Madras, when native troops go on foreign service, their families, *i.e.* wives and children, are provided with passage by rail and canal for any portion of the journey to their native village that can be so travelled, forfeiting difference of cart-hire for that portion; the same is allowed on their rejoining after the return of the regiment from foreign service.

707. Recruits and pension boys of the Madras and Bombay armies are entitled to travel by rail and canal at the Government expense to and from their native villages if granted leave on medical certificate; also when they travel on permanent removal, and when they proceed to, or rejoin regimental head-quarters from their native villages, on the departure or return of their regiment to and from foreign service. One member of the family who may be in charge of a boy, when travelling on duty or on medical certificate, is also entitled to free passage by rail and canal.

708.

709. The family of an hospital assistant travelling on duty of a permanent nature is, if permitted to accompany him, entitled to free conveyance by rail and also by river steamer, if the steamer is connected with the railway company and the through journey forms one fare.

710. Free conveyance is not allowed for the servant of an hospital assistant or native doctor by rail or by any other mode of conveyance.

711. When authorized public followers travel by rail or Government river steamer at the government expense in course of relief or on duty of a permanent nature, free passages will also be allowed for their families, except the families of the private servants of officers, if permitted to accompany them. Each follower will be allowed to carry, at the expense of the state, 40lb, or half a maund, of baggage for himself, the same quantity for his wife, and 20lb, or a quarter of a maund, for each child. This article applies to guides attached to the quartermaster general's department (Bombay), who, with their families, are allowed to travel second class. Duty will be considered of a *permanent nature*, as detailed in para. 553. Families of transport followers are not entitled to conveyance at the public expense.

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## XVI.—Families, Native Troops, and Followers.

712. Free passages to their homes are allowed to the families (but not to sons over 16 years of age) of native officers and men, medical subordinates and followers of native corps ordered on service; but when the troops return to quarters, the cost of the passages of the families back from their homes will not be defrayed by the state.

II. The passages herein sanctioned are not to be provided until the date of departure of the corps is actually fixed, but if not availed of then, they may be provided afterwards, if claimed, for the widows and children (but not for sons over 16 years of age) of such men as may die on service, or from sickness certified to have been contracted on service.

713. Free passages by railway and government steamers are allowed to the families of enlisted men of the army hospital native corps who may be proceeding to join their stations on first appointment or on subsequent transfer in relief or on duty of a permanent nature, provided they are permitted to accompany the men.

714. Free passages by rail and river steamer are authorized to commissariat employes of the classes below named entertained for continuous service in Burmah, and for their families to the port of embarkation in Burmah, when they are ordered to India on leave on medical certificate. On rejoining their stations in Burmah from such leave, they are entitled to passage by rail and river steamer for themselves only :—

Coopers.	Bellows boys.
Weighing men.	Bakers.
Blacksmiths.	Kneaders.
Sweepers.	Tinsmiths.
Toties.	Tin men.
Mochies.	Hammer men.
Measuring men.	

715. Free passages by rail and river steamer to the port of embarkation in Burmah are authorized to the widows and children of men of the classes named in the previous paragraph who may die while in the service of the state in Burmah.

## XVII.—Chaplains.

716. The travelling expenses of chaplains of all denominations, except Roman Catholic priests,<sup>1</sup> are charged and paid for in the civil department; staff officers are not therefore authorized to provide free passes to them on any occasion, except when proceeding on, or returning from, field service,—*vide* clause (v), para. 513.

717. When a Roman Catholic chaplain is transferred from one station to another by order of his ecclesiastical superior, and with the previous sanction of the local Government, he will be furnished with a



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warrant for such portion of the journey as can be performed by rail, the prescribed mileage rate being granted for the journey by road only.

718. When any necessity arises for a priest to visit an out-station to minister to a British soldier or his family in severe sickness, the officer commanding the station must address the officer commanding the district or station at which the priest resides, stating clearly the circumstances. If the latter officer considers the necessity made out, he may authorize the priest's proceeding at the Government expense, by the issue of a district or station order to that effect. Should in any case the requisition be sent by the person requiring his services to the priest, the latter, if he considers it an occasion requiring his attendance, must, on receiving it, at once apply to the officer commanding the district or station, if he is on the spot, who must use his own discretion in complying with the application.

719. A priest, when proceeding to minister to a British soldier or his family in sickness, is allowed his actual necessary travelling expenses. If the journey or any portion of it can be performed by rail, a free pass will be given to the priest there and back : for such portion of the journey as must be travelled by dāk, &c., the priest will submit a contingent bill for the sum actually expended, vouched by a certified copy of the district or station order, and the receipt of the dāk company or person supplying the conveyance. This rule applies to casual emergencies including visits to camps.

### XVIII.—Appeals against the Examiner.

720. An officer can appeal to the controller against a disallowance made by the examiner of the pay or other department, but only after recovery of the sum disallowed has been effected by the pay department. This procedure is to be adopted by officers previous to making references to the quartermaster general on the subject of retrenchments on account of transport and railway charges.

<sup>1</sup> For travelling allowances to priests, see paras. 815 and 816, Army Regulations, India, Volume I, Part I.

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## TABLE OF ROUTES.

<i>Bengal Presidency.</i>	<i>Bombay Presidency.</i>	<i>Madras Presidency.</i>
1. From Calcutta.	9. From Bombay.	15. From Kamptee.
2. „ Allahabad.	10. „ Poona.	16. To Secunderabad.
3. „ Agra.	11. „ Ahmedabad.	17. „ Bellary.
4. „ Attock.	12. „ Mhow.	18. „ Madras.
5. „ Deolali.	13. „ Kurrachee.	19. „ Bangalore.
6. „ Delhi.	14. „ Bombay.	20. „ Trichinopoly.
7. „ Lucknow.		21. „ Cannanore.
8. „ Mooltan.		22. „ Rangoon to Tounghoo.



## Appendix I.

## PART II.

## App. I.

## APPENDICES.

## Appendix I.

[REFERRED TO IN SECTION I, PARAGRAPH 34.]

## COMPENSATION FOR CROPS.

*Statement of sums disbursed from the \_\_\_\_\_ to the \_\_\_\_\_  
 of \_\_\_\_\_ 18\_\_\_\_, on account of compensation for injury  
 done to crops by the camp of the force under the command of \_\_\_\_\_  
 en route from \_\_\_\_\_ to \_\_\_\_\_.*

(PLACE AND DATE.)

Zilla.	Pargana.	Mouzah.	Names of cultivators.	Quantity of land injured.	Description of crops.	Amount of compensation.	When paid.	REMARKS.
								On the receipt of individuals as appended.

(Signature of the commanding officer.)

(Signature of the district staff officer, or of the regimental quartermaster, as the case may be.)

## Appendix IA.

[REFERRED TO IN PARAGRAPH 34.]

*Rules for the awarding of Compensation for Damage done by Camps of Exercise in the North-Western Provinces and Oudh, and Central Provinces.*

Before the arrival of the troops at the place fixed for the camp, the Collector shall order the Tahsildar of the Pergunnah in which the camp is situated to prepare two registers in the form shown below :—

- Column 1. Name of village.  
 „ 2. Name of field in settlement of khusrah.  
 „ 3. Name of cultivator.

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Column.	4.	Area of field in acres.
"	5.	Soil and whether irrigated or unirrigated.
"	6.	Name of crop.
"	7.	Estimated produce.
"	8.	Estimated value.
"	9.	Proportion injured.
"	10.	Cash compensation.

*2nd.*—In one of these registers the land actually taken up for the camp shall be entered and the first 6 columns filled up before the troops arrive. In the other, the fields which may be injured by the movements of the troops shall be entered from day to day.

*3rd.*—The registers shall be kept by the tahsildar, who, with the canungo, will be held responsible for the supervision of the patwaris' returns and the entry in the register of every field reported by them.

*4th.*—The patwaris of surrounding villages should be warned that they must furnish a daily report for each village in which any field has been injured by the troops, showing the particulars required in the first six columns of the register. These columns will then be filled up with the data given in the reports, care being taken that every field in which any damage, however slight, has occurred, should be reported and registered.

*5th.*—An extract from each register shall, weekly, be furnished to the commanding officer.

*6th.*—The owner or cultivator of any field which has been injured may require the patwari to report the field for entry in the register, and on refusal of the patwari to do so, or on his making a false report, complaint may be made to the canungo or to the tahsildar, who will be responsible for full enquiry into the case and for bringing the patwari to punishment, if the truth of the complaint be established.

*7th.*—Towards the end of February or at the period when the crops are beginning to ripen, the collector will personally, or through his subordinates, enter upon the task of estimating the produce of each field, the value of the crops and the proportion injured. As far as possible, these estimates should be framed under the immediate supervision of the collector, and in all cases they must be carefully checked by him at the time of awarding compensation.

*8th.*—The work of framing these estimates will ordinarily be done by the regular establishment of the district, but where the operations of the troops have been extended, and the area damaged is very large, collectors are authorized to apply to Government for an additional deputy collector, or for leave to entertain a special staff. The cost of any additional establishment thus employed shall be debited to the military department in the manner described hereafter.

*9th.*—In making out the estimates, the first step will be to strike out the names of those fields which have manifestly suffered no injury. Then, with the assistance of a punchayet composed of zemindars of the neighbourhood, a *kunkoot*, or appraisement, of the estimated produce, estimated value and proportion injured, will be made and duly entered in columns 7, 8, and 9 of the registers.

*10th.*—The collector will himself visit each village as soon as the estimates for the village are completed, and will award compensation according to the entries in columns 7, 8 and 9 of the register. If the estimate is objected to by any person concerned, the collector will have power to enquire into it and alter it if he thinks necessary; otherwise, the award of the punchayet may be accepted. He will at the same time receive and pass orders on any petition that may be presented by persons claiming compensation. Where such petitions relate to crops for which an estimate has been made, the substance of each petition and the orders passed on it shall be briefly recorded in column headed "*Remarks of the Tabular Statement to be furnished to Government, as described below.*"

*11th.*—Payment of compensation shall be made immediately upon the collector's award. The money will be drawn from the district treasury, and will be debited to the military

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## App. IA.

department. At the time of payment, a receipt and agreement (qubzool, wusool and razee-namah) will be taken from each person to whom compensation is paid.

12th.—When the payment of compensation has been completed, the collector shall submit to Government, through the commissioner, a tabulated statement with the following headings:—

1. Name of pergunnah.
2. Name of village.
3. Number of field.
4. Area of field.
5. Crops.
6. Name of person to whom compensation has been paid.
7. Amount of compensation paid.
8. Remarks.

13th.—This statement, after sanction by Government, shall be sent to the military department, with a request that the sums thus expended be placed to the credit of the district treasury by that department. If it has been found necessary to entertain any special staff as described in para. 8, an account of the sum paid to each member of such staff shall accompany this statement, with a similar request.

*Rules for determining compensation for damage to crops by Camps of Exercise and Manœuvres of Troops in the Punjab.*

I. On the arrival of troops within the limits of a district, and thenceforward during the period they remain in the district, the deputy commissioner shall cause a daily record to be kept in the annexed form (Appendix A) of all fields occupied by the camp, or traversed by troops, in which there may be at the time a standing crop or on which seed has been sown or would be sown were the fields not occupied by troops. This record shall show the name of the village; the number of the fields in the settlement records; the name of the cultivator; the area of the field in acres; the description of soil, irrigated or unirrigated; and the name of the standing crop, and these details shall be filled in from day to day. The remaining columns of the form, showing the estimated produce, the proportion injured, and the amount of money compensation, will be filled up subsequently as provided in rule V.

II. The patwari and canungo will be held responsible that no omissions occur in the daily preparation of the detail of fields in which crops have been injured, and also that no fields are entered to which damage has not occurred.

III. The entries in the record (Appendix A, cols. 1 to 6) shall be made immediately after the troops have occupied or traversed the fields, and shall on the same or the following day be read out to the cultivators of the fields in the presence of a lambardar and attested by the patwari, lambardar and cultivator in each case. If any objection is made to the entry, it shall be considered and orders passed thereon by the tahsildar or other officer supervising the preparation of the record, the objection being placed with the file.

IV. Claims for compensation made subsequent to the attestation of the entries in columns 1 to 6, Appendix A, prescribed in rule III, shall be decided on their merits, but unless good cause is shown for the claim not having been preferred previous to such attestation it shall not be entertained.

V. After the attestation mentioned in the preceding rule an abstract of the statement (Appendix A) in the form given in Appendix B shall be signed by the tahsildar and forwarded by the deputy commissioner every week to the military authorities. This abstract shall show for each village the total acreage of fields occupied or traversed and the description of crops injured. The deputy commissioner shall consider any objections made by the military authorities to the entries in the abstract.

VI. At such time as the crops shall have sufficiently ripened to enable a just estimate to be formed as to the damage caused, the deputy commissioner shall cause the remaining

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columns of Appendix A to be filled in on the spot by the tahsildar or other officer appointed by him to estimate the compensation in the presence of the cultivators, of the lambar-dars and of the patwari. In column 7, the estimated produce will be the gross outturn which might have been expected to be produced in the field if it had not been occupied or traversed. In column 8 will be given the estimated value of such produce. In column 9 will be given the proportion of the crops injured as a fraction, and this proportion will be calculated not upon the area injured but with reference to the difference in the value of the ripened crop, and of the crop which would have ripened but for the manœuvres. Column 10 will contain the cash compensation proposed—where this amount differs from that obtained by an application of the figures of column 9 to those of column 8, a cause should be assigned for such difference.

VII. Objections to the entries made in these columns will be recorded with the proceedings and orders passed thereon by the officer determining the compensation.

VIII. The deputy commissioner or one of his assistants should personally inspect the locality and satisfy himself of the reasonableness of the entries regarding the estimated damage.

IX. In any case the deputy commissioner shall give the final order fixing the amount of compensation to be awarded. This order shall then be communicated to the persons concerned, who shall be called upon to state whether they agree to the amount of the award, and their statement shall be briefly recorded. If the parties agree to the award, the deputy commissioner shall forward a demand statement in the form given in Appendix C to the military authorities. If the parties do not agree to the award, it shall be competent to them to institute a suit in the court competent to decide such claims under section 15 of the Land Acquisition Act, and the proceedings shall thenceforth be in accordance with the rules for such suits which may be in force for the time being.

X. The military authorities will be bound by the award of the deputy commissioner, and will remit the amount immediately on receipt of the demand statement forwarded to them under rule VIII. The amount will then be distributed without further delay by the deputy commissioner.

XI. As the compensation determined under rule VIII will cover the whole of the damage done to the crops, no remission or suspension of land revenue or cesses will be necessary, and applications for such remission or suspension will not be entertained by the deputy commissioner.





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## Appendix IA.

## Appendix B.

*Abstract Statement of Damage done to Crops in the Neighbourhood of the Camp of Exercise at \_\_\_\_\_ for the week ending \_\_\_\_\_.*

1	2	3	4
NAME OF VILLAGE.	Name of crop.	Area of the several crops injured.	REMARKS.

## Appendix C.

*Statement of Demand on account of Compensation for Crops injured by Camp of Exercise, or Transit, or Manœuvres of Troops.*

1	2	3	4
NAME OF VILLAGE.	Area of crop injured.	Amount of compensation fixed by Deputy Commissioner.	REMARKS.

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*Memorandum of Instructions for the guidance of Officers in the Settlement of Compensation for Crops damaged during a Camp of Exercise in the Province of Mysore.*

Before the assembly of the camp, the civil authorities will warn the shanbhogs to be as much as possible present in their villages during the operations, and to note what fields are injured by the troops.

2. The amildar of the talook will be on the spot. He will keep a daily record—(1) of the fields which may be occupied by the camps, (2) of those over which troops might pass. Each of these statements will be in the following form :—

Column 1.—Name of village.	Column 8.—Estimated produce.
„ 2.—Number of the field.	„ 9.—Estimated value.
„ 3.—Class (whether 1st, 2nd or 3rd).	„ 10.—Proportion injured.
„ 4.—Extent of the field (area)	„ 11.—Compensation awarded.
„ 5.—Name of cultivator.	„ 12.—Date and signature of the
„ 6.—Name of crops injured.	cultivator in token of
„ 7.—Date of inquiry.	acknowledgment.

3. The shanbhogs of the village will report to the amildar the damage done to each field not later than three days after the troops have passed over it. The amildar will from time to time test the accuracy of these reports, and fill up the first seven columns of the statements referred to in para. 2 above. He will further forward a copy thereof once a week to the officer commanding.

4. The shanbhog and the amildar will be responsible for any errors of omission or incorrect entry in the above statements, the object being to relieve the cultivators as far as possible from any trouble in bringing their loss to notice.

5. When the season is so far advanced that the quality of the harvest can be fairly estimated, the deputy commissioner of the district, accompanied by a military officer, detailed for the duty will go over the fields with the amildar and the shanbhog, and will strike out from the list all fields in which it is evident that no damage has been done to the crops. Then, with the assistance of a *punchayat*, composed of the leading inhabitants of villages in the neighbourhood, an appraisalment of the “estimated produce,” “estimated value,” and “proportion injured” will be made for the remaining fields.

6. The deputy commissioner will check the estimates and ask the cultivators concerned whether they are satisfied with the appraisalment, or whether they have any objections or complaints to make; such objections or complaints, if any, will be weighed by the deputy commissioner, who shall adjudge the compensation to be awarded.

7. The amount so adjudged shall forthwith be paid and a *razeenamah* obtained of all claims for compensation.

8. In no case shall the award be delayed beyond the time at which the crops are harvested.

9. When all claims for compensation have been disposed of, a copy of the statements alluded to in the foregoing paragraph shall be furnished to the general commanding, in view to the amount being recovered from the military department.

10. If the number of troops engaged be large, and the operations extend over a large tract of country, the deputy commissioner may apply for the services of an assistant, one or more amildars, and a special staff. Any extra charges incurred on account of, or in connection with, the persons so employed will form an item in the compensation bill.

## Appendix II.

[REFERRED TO IN SECTION I, PARA. 72.]

(PLACE AND DATE.)

[illegible]

THE

(S.d.)

*Commanding.*

### Appendix III.

## PART II.

App. III.

(To be also used as weekly progress report, *vide* para. 76.)

### Appendix III.

[REFERRED TO IN SECTION I, PARAS. 73, 74, 76.]

*Arrival Report of Troops.*

(PLACE AND DATE.)

[illegible]

To

THE \_\_\_\_\_

(Sd.) \_\_\_\_\_

*Commanding.*

## REMARKS.

(Here enter information or reports concerning the state of the road, the railway, the encamping grounds, the rest camps, the supplies, the water or other matters considered to require notice, or in which experience of the troops has been at variance with the information given in the route.)

PART II.

App. IIIA.

Appendix IIIA.

## Appendix IIIA.

[REFERRED TO IN SECTION I, PARA. 77.]

*Memorandum of March from  
of*

to

Dates	Name of village.	Time of starting.	Time of arrival.	Distance.	Remarks regarding encamping ground, whether high and good, &c., &c.	Remarks as to the time and place of the slightest appearance of cholera, fever or any other disease.

*Officer commanding.*

*Note.*—Officers commanding corps or detachments, when transmitting reports of progress, will state any extraordinary circumstance that may occur during the march, particularly as regards the health or comfort of the men under their command.

The column for "Remarks on encamping grounds" should notice the several encamping grounds upon the route, stating their advantages and disadvantages as regards salubrity, supplies of water, and forage, together with such observations connected with the health and convenience of the troops as may be relevant to the desired object. The column of "Remarks relating to the appearance of fever, cholera, or any other epidemical disease among the troops or followers" should state all the circumstances as to the time and place of such disease breaking out, and remarks upon the localities, or other causes which may be supposed to have occasioned it.

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Appendix IV.

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PART II.

App. IV.

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## Appendix IV.

[REFERRED TO IN SECTION I, PARA. 87 ]

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*Camp Equipage, Carriage and Establishments for Officers and British and Native Troops on Ordinary Movements and on Field Service.*

- STATEMENT A.—Camp equipage, &c., allowed for the British forces on ordinary movements.  
" B. Camp equipage, &c., allowed for the British forces on field service.  
" C. Carriage and establishments for troops, British and Native, in the Madras presidency.  
" D. Camp equipage, &c., for native troops in the Bengal presidency.  
" E. Camp equipage, &c., for native troops in the Madras presidency.  
" F. Camp equipage, &c., for native troops in the Bombay presidency.  
" G. Description and weight of tents in use in the three presidencies.

## PART II.

## App. IV.

## Appendix IV.

## STATEMENT A REFERRED

## Statement of Camp Equipage, Carriage and Establishments allowed for the

STRENGTH.				DESCRIPTION OF TROOPS.	CAMP EQUIPAGE AND LASCARS.				Tents, European privates.	Copper or galvanised iron water-vessels. Lanterns.	Tents.
					FOR SOLDIERS.		Tents.	FOR FAMILIES.			
					Staff sergeants.	European privates.					
Medical subordinates.	Staff sergeants including men.	Non-commissioned officers, rank and file.	Total exclusive of medical subordinates.		Pals. (b)	Lascars.					
...	6	...	6	Head-quarters of division and districts H. A.	4	...	One per tent for detachments of invalids proceeding to ports of embarkation and convalescents proceeding to convalescent depôts; one per every two tents for detachments of recovered men returning from depôts and mixed detachments of recruits, volunteers or time-expired men, and one per tent occupied by medical subordinates and departmental sergeants on the line of march. The lascars allowed for convalescents proceeding to convalescent depôts and recovered men returning therefrom are only to be entertained when considered necessary by the general officer commanding. Batteries of royal artillery and regiments of British cavalry and infantry on the line of march are only allowed the authorized permanent establishment of lascars.	Tents, European privates.	Copper or galvanised iron water-vessels. Lanterns.	Tents.	
...	6	...	6	Do. field do.	4	...					
...	6	...	6	Do. garrison do.	4	...					
1	4	154	158	Battery, horse artillery	5	14 5					
1	4	154	158	Do. field do.	5	14 5					
1	2	86	88	Do. heavy do.	4	8 14					
1	1	86	87	Do. garrison do.	3	8 2					
1	3	91	94	{ Do. mountain artillery. } For hills (a) 							

Note.—Suleetahs, general service pattern, for conveyance of the men's kits will be supplied by the ordnance

- (a) For a battery of mountain artillery in the hills, 21 double-fly pals are allowed for the British soldiers and 81 British soldiers.
- (b) In the Madras presidency "tents, native," will be substituted for pals in the proportion to the accommodation.
- (c) In the Madras presidency one lascar is allowed for every 25 Europeans, and one for every European tent pro carriage of tents of mountain batteries in the hills, 3 mules are allowed for every four double-fly pals.
- (d) For carriage of tents of mountain batteries in the hills, 3 mules are allowed for every four double-fly pals.
- (e) In the Bombay presidency one dooly is provided for every 50 men, six bearers to every dooly, and one head

Note.—For carriage and establishments allowed



## Appendix IV.

App. IV.

TO IN PARAS. 120—146.

*different branches of the British Forces on ordinary movements.*

CARRIAGE.

[illegible]

department according to the following scale:—

generally, one per two kits.

single-fly pails for the native portion, including camp followers, &c.

tion relatively afforded by each.  
vided for European families.

or 16 mules altogether; and 1-mule for every two single-fly pails, or 9 altogether. Total number of mules for tents, 25.

and two second muccadams for every 100 dooly-bearers; and ambulances one to every 100 men. in the Madras presidency, see statement E.

## PART II.

## App. IV.

## Appendix IV.

*Explanatory Notes to Statement A.*

- (a) *Cooking utensils*.—Two camels per horse or field battery, one camel and a half per European mountain artillery and one camel per heavy or garrison battery, troop or company.
- (b) *Arms of sick*.—Eighteen chests per regiment of cavalry, and 24 chests per regiment of infantry, at 2 chests per camel. This is the full authorized scale, but carriage is only to be demanded for the number of arm-chests actually in possession.
- (c) *Library and other regimental institutions*.—Carriage for 8 maunds per regiment of cavalry and infantry, for 4 maunds per wing of regiment or battery of artillery, and 2 maunds per troop or company, as in the case of movements by rail.
- (d) *Soldiers' voluntary workshops*.—Carriage for 24 maunds per regiment, for 12 maunds per wing, for 6 maunds for horse and field battery, and 3 maunds per garrison battery, troop or company, as in the case of movements by rail.
- (e) *Banghy burdars*.—Two per regiment and one per battery, to carry hospital pettarahs.
- (f) *Regimental necessaries*.—Carriage to the extent required will be provided for their conveyance. The requisition for the carriage required for this purpose is invariably to be supported by a station order published before its entertainment. Carriage for regimental stores, the property of Government for which there is no fixed scale of carriage, will also be provided on the authority of the general officer commanding a district, who will satisfy himself that their despatch with corps is necessary, and will refer for orders to army head quarters, when any doubt as to the expediency of despatch exists.
- (g) Ambulances have been sanctioned for the conveyance of half the proportion of sick for whom transport has been provided: but until they are issued for service, the scale of dooly-bearers will be allowed.
- (h) Tents and carriage for hospital purveyors and their stores will be provided by the commissariat department.
- (i) When hackeries are provided, the number of kits to be carried on each will have to be regulated according to the loads authorized for hackeries in the various localities. Special carriage will be provided for extra blankets when issued to troops on the line of march.
- (k) The following are class A sergeants, viz. sergeants-major, quartermaster sergeants, bandmaster sergeants, sergeant instructors of musketry and fencing, farrier quartermaster sergeants, also orderly room clerks and paymaster sergeants after six years' service in these ranks, and as regards carriage on the march, battery sergeant majors and quartermaster sergeants, and British non-commissioned officers attached to the Bengal sappers and miners. Schoolmasters and schoolmistresses are allowed baggage according to the following scale, which includes professional books:—

	Schoolmasters.		Schoolmistresses.	
	mds.	srs.	mds.	srs.
Married or unmarried, when moving with troops	4	8	4	8
„ without troops, if accompanied by wife	8	0	...	...
„ „ „ not so accompanied	6	0	...	...
„ schoolmistresses moving without troops	...	...	6	0
Unmarried, without troops	4	8	4	8

- (l) Batteries of field artillery without the second line of wagons to have 10 camels in addition for horse blankets, stable gear, &c., horse artillery, 12 camels. Batteries with first line of wagons have, horse artillery, 17 bullocks; field artillery 24 bullocks; with second line of wagons, horse artillery 59; field artillery 66.

M. D. No. 647-C,  
dated 3rd  
December 1883,  
to the quartermaster general  
in India.

## Appendix IV.

## PART II.

## App. IV.

(m) For the light equipment of a mountain battery, 76 baggage mules are kept up.

On ordinary occasions one mule for 2 kits of Europeans and  $2\frac{2}{3}$  kits of natives, fighting men, or for every 8 camp followers. The number of mules in possession will be deducted from the total carriage required.

(n) When camels are not available, other carriage must be supplied in the proportion of two pack-bullocks or two mules for the load of one camel, one country cart with two bullocks for two camels' load, and one elephant for three camels' load.

(o) Carriage for soldiers' families is allowed as follows:—

(I). One two-bullock cart for *every two* families is allowed—

(a) When marching with their regiment or battery, or detachment thereof excepting when it has just arrived in the country, *vide* clause (II) (c).

(II) One two-bullock cart for *each* family is allowed—

(b) When proceeding from their regiment or battery, or detachment thereof, to a hill depot, or returning therefrom.

(c) When marching with its regiment or battery, or detachment thereof, immediately after its arrival in the country, and when there is no canteen fund from which the families might be assisted.

(d) When proceeding from a port of debarkation to join a regiment or battery.

(e) When proceeding from a regiment, battery, detachment or hill depot to a port of embarkation.

(f) On transfer from one regiment or battery to another.

(g) When moving into camp on account of cholera, unless when a sufficient equivalent in Government carriage renders the engagement of country carts unnecessary.

(III) When the commissariat department is unable to procure carts with two bullocks, carts with three or four bullocks should be supplied, and as increase in the number of bullocks does not necessarily afford additional accommodation, the local military authorities will decide for what number of families each three or four-bullock cart is suitable, but no more than two families should ever be allotted to any ordinary cart.

## PART II.

## App. IV.

## Appendix IV.

## STATEMENT B REFERRED

*Statement of Camp Equipage, Carriage and Establishment allowed for the*

STRENGTH.				DESCRIPTION OF TROOPS.	CAMP EQUIPAGE AND LASCARS.			Copper or galvanized iron water-vessels.	Lanterns.	Tents.
Medical subordinates.	Staff sergeants.	Non-commissioned officers, rank and file.	Total, exclusive of medical subordinates.		FOR SOLDIERS.					
					Tents.					
					Staff sergeants.	European privates.	Pals.			
					Lascars.					
...	6	...	6	Head-quarters divisions and districts H. A.	4	...	...	1 for each tent occupied by medical subordinates and commissariat sergeants on the line of march. Batteries of royal artillery and regiments of British cavalry and infantry on the line of march are only allowed the authorized permanent establishment of lascars.	Two for each privates' tent, and 1 for each staff sergeants' tent.	One for each tent.
...	6	...	6	Do. field do.	4	...	...			
...	6	...	6	Do. garrison do.	4	...	...			
1	4	154	158	Battery horse artillery	5	14	5			
1	4	154	158	Do. field do.	5	14	5			
1	2	86	88	Do. heavy do.	4	8	14			
1	1	86	87	Do. garrison do.	3	8	2			
1	3	91	94	Battery mountain artillery.	...	...	39			
				{ For hills (b) ,, plains .	5	8	12			
4	9	444	453	Regiment, British cavalry	10	36	2			
4	8	876	884	Do. do. infantry	9	67	2			

(a) For the Madras presidency, 1 lascar for every 25 Europeans, and 1 for every tent

(b) Twenty-one double-fly pals for Europeans, and 18 single-fly pals for natives.

(c) In the Bombay presidency, 1 dooly is provided for every 20 men, 6 bearers for each dooly,

Note.—Sulleetahs, general service pattern, for conveyance of the men's kits, will be

British soldiers generally,

II.—For carriage and establishments allowed in the Madras presidency, see state

III.—The supply by the ordnance department of tent hooks to all European troops

and one per staff sergeants' tent, and ten per cent. to be kept by regimental

#### Appendix IV.

PART II.

App. IV.

TO IN PARA. 120.

*different branches of the British forces on field service.*

CARRIAGE.									
FOR SOLDIERS.									
Staff sergeants, class A, and hospital apprentices, $\frac{1}{2}$ camel each, other non-commissioned officers and men of artillery, cavalry, or infantry, 8 to a camel.	Baggage.								
	Intrenching tools.								
Two camels with suitable khajawahs per regiment, or 1 camel per wing.	Camels.	Cooking utensils.							
At the rate of 1 camel for 3,600 rounds Martini-Henry cartridges.	Camels.	Arms of sick.							
	Camels.	Ammunition.							
	Camels.	Paulins or troop stores.							
	Camels.	Veterinary stores.							
	Camels.	Scales and weights.							
	Camels.	Gram for horses and mules.							
	Camels.	Gram for bullocks.							
	Camels.	Bullock gear.							
To be determined according to the nature of the service, &c.	Camels.	Medicines and instruments.							
Ditto ditto ditto	Camels.	Hospital diaries.							
Ditto ditto ditto	Camels.	Hospital equipments.							
One dooly for every 10 men : 6 bearers for every dooly, inclusive of permanent establishment of corps ; for every 4 doolies 1 man (as mate) extra (1 mate and 2 $\frac{1}{2}$ bearers in all); and for every 16 doolies 1 sirdar extra (in addition to 4 mates),(c)	Dooly-bearers.								
	Bangly-buridars.								

provided for European families.

1 head and 2 second muccadums to every 100 dooly-bearers. Ambulances, 1 for every 100 men. supplied by the ordnance department according to the following scale :—  
1 per 2 kits.

pitching their own tents is sanctioned in the proportion of two hooks per European privates' authorities to replace breakages.

## PART II.

## App. IV.

## Appendix IV.

*Explanatory Notes to Statement B.*

- (a) *Cooking utensils*.—Two camels per horse or field battery, and 1 camel per heavy or garrison battery, troop or company.
- (b) *Arms of sick*.—Eighteen chests per regiment of cavalry, and 24 chests per regiment of infantry, at 2 chests per camel. This is the full authorized scale, but carriage is to be demanded for the number of arm-chests actually in possession.

(c) *Gram for horses*—

Five seers per day for 3 days.	Battery, horse artillery	. . .	178 horses.
	„ field „	. . .	110 „
	Regiment of cavalry	. . .	387 „

*Gram for mules*—

Three seers per day for 3 days.	Battery of mountain artillery	. . .	178 mules.
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*Gram for bullocks*—

Three seers per day for 3 days.	Battery, horse artillery	. . .	59 bullocks.
	„ field „	. . .	66 „
	„ heavy „	. . .	290 „

1 camel carries 5  
maunds.

- (d) *Bullock-gear*.—One camel for the gear of every 20 bullocks.
- (e) *Banghy-burdars*.—Two per regiment and 1 per battery, to carry hospital pettarahs.
- (f) For troops north of Jhelum, the following scale of dandies is allowed —

	Common. Bareilly.	
Each battery of artillery	2	1
„ regiment of cavalry	4	2
„ „ of infantry	6	3

The above scale of dandies is exclusive of the service establishment of doolies, and will be taken with troops when proceeding on hill service, with as many doolies in addition as the establishment of kahars can carry.

- (g) Ambulances have been sanctioned for the conveyance of half the proportion of sick for whom transport has been provided ; but until they are issued for service, the scale of dooly-bearers will be allowed.
- (h) Schoolmasters will be allowed carriage for baggage according to the scale in the previous statement.
- (i) For the light equipment of a mountain battery, 66 mules are allowed for all purposes. When additional carriage is required, the number of mules in possession will be deducted from the total requirements.
- (k) When pack-bullocks, mules, &c., are supplied for British troops on field service for the conveyance of the baggage in place of camels, 2 bullocks or 2 mules shall be considered equal to 1 camel, and 1 elephant to 3 camels.
- (l) Carriage for hospital purveyors' stores will be provided by the commissariat department.
- (m) *Class A sergeants*.—See explanatory notes to statement A.
- (n) Three camels per battery of horse, and two camels per battery of field artillery are allowed on active service for the carriage of the third horse-blanket.
- (o) When wheeled transport cannot be conveniently used, two camels are allowed for the carriage of the British cavalry field forge on temporary field service not exceeding two months ; the second camel being dispensed with on emergency, or for short expeditions of less than one month's duration.
- (p) One mule is allowed to each British regiment for the carriage of the armourer's tools, authorized to be taken by regiments on field service.

## Appendix IV.

## STATEMENT C.

*Statement of Sick Carriage, Transport for Tents, Stores, &c., and Establishments allowed for Troops, British and Native, in the Madras Presidency.*

## (a) SICK CARTS AND DOOLIES.

FOR BRITISH TROOPS	{ 8 per cent. in sick carts and 2 per cent. in doolies, or 2 sick carts and 2 doolies for every 100 men.
	{ For fractions, when more than 10 men, a sick cart is to be supplied; for 50 men, 1 cart and 1 dooly; and so on.
	{ Regiment of cavalry . . . . . 2 carts 2 doolies.
	{ " of infantry . . . . . 2 " 2 "
FOR NATIVE TROOPS	{ Wing of infantry . . . . . 1 " 1 doolie.
	{ Smaller parties:—1 dooly for every 70 men; on service, 1 dooly or munchal per company.

*Bullocks for sick carts.*—2 for each cart, and a spare one in six.

## (b) CARRIAGE FOR TENTS.

Elephants and camels are usually supplied for the carriage of European and staff sergeants' tent, bullocks for native tents, camels for native cavalry. The loads are—

For a tent, European, complete with poles, pegs, tarpaulins, buckets and lanterns.	{ 1 elephant or 2 camels.
For a tent, staff sergeants' . . . . .	1½ camels or 2 mules.
For a tent, native, with poles . . . . .	¾ camel.
For a tent, native, without poles . . . . .	1½ mules or bullocks.

Spare cattle—one-tenth.

Bamboo coolies are allowed for the poles, at 2 coolies for the poles of 3 tents, when native tents are carried on mules or bullocks. Coolies are also allowed for cross bamboos for mounted corps, at 1 cooly for 6 cross bamboos.

## (c) BEARERS.

I.—*For doolies.*—6 for each dooly for Europeans and 5 for natives. One petty maistry for 30 bearers, and 1 head and 3 petty maistries for 90 bearers.

II.—*For medical chest.*—9 for a British and 5 for a native regiment.

*For Smaller parties.*

1 bearer for from 25—75 Europeans, or from 50—150 natives.

2 bearers " 75—250 " " 150—400 " "

3 " " 250—350 " "

III.—*For hospital table and chairs.*—1 per regiment or battery.

## (d) CARTS (EACH CART BEING CALCULATED TO CARRY 800 lbs.)

1.—*For hospital equipment—*

	Number of maunds.	Number of carts.
Regiment of British cavalry or infantry . . . . .	30	3
Wing of ditto with head-quarters . . . . .	18	1½
" " without " . . . . .	15	1½
Troop or company of ditto and of sappers . . . . .	4	1
Battery of horse or field artillery . . . . .	6	1
" " garrison artillery . . . . .	4	1
Regiment of native cavalry or infantry . . . . .	22	2½
Wing of " . . . . .	12	1½
Troop or company of native cavalry or infantry . . . . .	3	½

## Appendix IV.

V.—*Kits of British Troops*—

	Number of kits per bullock cart.
Class A staff sergeants of cavalry, artillery and infantry and battery sergeants-major and quartermaster sergeants	4
All other ranks of { horse and field artillery and cavalry, dismounted .	10
{ horse and field artillery, mounted .	22
{ cavalry, mounted .	24
{ gunners .	14
{ garrison artillery and infantry .	12

VII.—*For workshops—*

	Number of maunds.	Number of carts.
Regiment of British cavalry and infantry . . . . .	24	2 $\frac{1}{2}$
Wing of " " " " " " " " " "	12	1 $\frac{1}{2}$
Troop or company of " " " " " " " " "	3	$\frac{1}{2}$
Battery of horse or field artillery " " " " " " " "	6	1
" garrison artillery . . . . .	3	$\frac{1}{2}$

Body-guard for . . . . . 1 ,,

Regiment of British cavalry,—2 camels for 2 pairs of trunks.

[Note.—Special carriage will be provided for extra blankets authorized by G. O. of 9th August 1872, No. 199.]



## Appendix IV.

## PART II.

## App. IV.

## STATEMENT D REFERRED TO IN PARA. 120.

*Statement of Camp Equipage, Carriage and Establishments allowed for Native Troops in the Bengal Presidency on ordinary movements and on field service.*

## (a) ON ORDINARY MOVEMENTS.

STRENGTH.				DESCRIPTION OF TROOPS.	TENTS.		CARRIAGE FOR			'DOOLY-BEARERS.	Baughy-burdars.	Engineering stores and Instruments.
Native officers.	British non-commissioned officers.	Medical subordinates.	Native non-commissioned officers, rank and file.				Tents.	Baggage.	Camels.   Arms of sick men and men on furlough.			
Total.				The following Infantry regiments of the Bengal Army receive carriage, viz.—17th, 18th to 44th, 42nd to 45th, the regiment of the Punjab Frontier force, including 1st and 2nd battalions, 5th Gorkhas, and the Deolie Irregular infantry; the remainder draw batta and pay for baggage transport, <i>vide</i> foot-note.	Staff sergeants.	European privates.			Hospital equipment. (a)			
13	2	537	552	Regiment of cavalry.	...	2	Camels on the scale of 1½ camels per 2 pāls or 1 elephant for 5 pāls.	Camel-load, 5 maunds; 2-bullock cart-loads 10 maunds; pack-bullock, 2½ maunds.	(b) mds 22	Two doolies per regiment with 1 mate and 11 bearers, inclusive of the permanent establishment of corps.		mds
16	2	516	834	Regiment of infantry, 8 Cos.	...	48	Ditto . .	Native infantry not drawing batta — commissioned officers, including carriage for tent, 200 seers; non-commissioned officers, 45 seers; buglers, drummers and sepoys, 30 seers; hospital assistants, 60 seers.	(b) "	...	1	
...	4	3	7	Head-quarters, sappers and miners.	7	2	Camels on the scale of 1½ camels for 1 staff sergeants' tent or 2 pāls, or 2 elephants for 5 staff sergeants' tents, and 1 elephant for 5 pāls, and 2 camels for each new pattern privates' tent, or 1 camel and 1 elephant, or 1½ elephants, for 2 privates' tents, new pattern. If old pattern, 3 camels or 1 elephant to 2 tents.		"	...	1	
16	2	396	914	Assam or Gorkha regiment, N. I., 8 companies.	...	52						
2	6	114	122	Company, sappers and miners.	1	110	Camels on the scale of 1½ camels per 2 pāls or 1 elephant for 5 pāls.	British non-commissioned officers, sappers and miners, 1½ camels each.	(b) 3	...	1	10½

(a) For a wing of native cavalry or infantry carriage will be allowed for 12 maunds, and for a troop or company 3 maunds. The scale here laid down is the maximum allowed; but requisitions for carriage (subject to check by deputy surgeon general) will be put forward only for actual requirements within the maximum scale.

(b) Carriage, to the extent required, will be provided at Government expense for all regiments of cavalry and infantry. The requisition for this carriage must invariably be supported by copies of the order directing the supply and showing numbers of sick men and arms carried.

[Note.—Sulleetahs, general service pattern, for conveyance of the men's kits will be supplied by the ordnance department in the proportion of 1 sulleetah for every 5 kits.]

II.—The following are, the batta-drawing infantry regiments which are not entitled to carriage at the public expense:—1st to 16th and 18th regiments, Bengal Infantry, both battalions of the 1st, 2nd, 3rd and 4th Gorkhas, sappers and miners, Meywar-Bheel corps, Malwa-Bheel corps, Bhopal battalion, Ernpoura irregular infantry and Mhairwarra battalion.

## PART II.

## App. IV.

## Appendix IV.

*Explanatory Notes to Statement D (a).*

*Tents, cavalry.*—Two lascars' pāls for hospital.

*Tents, infantry.*—40 lascars' pāls for 8 companies, or 5 per company of native infantry, 2 pāls for the quarter-guard, 2 pāls for the rear-guard, and 4 pāls for hospital. Assam or Goorkha regiments, forty Lascar pāls for 8 companies or 5 per company and 2 per wing; 2 pāls for quarter-guard; 2 pāls for rear-guard and 4 pāls for hospital.

*Tents, sappers', head-quarters.*—The staff sergeants' tents are: 1 for the warrant officer attached to park, 1 for the sergeant-major, 1 for the quartermaster sergeant, 1 for the assistant instructor in military engineering, 1 for the trained schoolmaster, 1 for the assistant apothecary, and one for school and instruction office. The 2 European privates' tents are: 1 for school and instruction office, and 1 for hospital, including dispensary and office.

*Tents, sappers' company.*—The staff sergeants' tent is for the 2 sergeants when unmarried; when married and accompanied by their families, 1 staff sergeants' tent to each. The European privates' tent is for the 4 corporals when unmarried; when married and accompanied by their families, 1 staff sergeants' tent to each. Of the 10 lascar pāls, 6 are for the native non-commissioned officers and rank and file of the company, 1 for the rear-guard, 1 for the quarter-guard, 1 for the magazine-guard, and one for the hospital.

*Arms of sick.*—One chest per company, or 8 chests per regiment of infantry,—at 2 chests per camel.

*Banghy-burdars.*—One per regiment or detached company of sappers to carry hospital pettarrahs.

*Sick cart.*—Carts with *sirkie* covering to the extent necessary for carrying 5 men per troop or company may be entertained under the orders of commanding officers of corps. All orders for carriage beyond that for 5 men per troop or company must be forwarded for confirmation.

*Class A staff sergeants.*—See explanatory notes to Statement A.

Schoolmasters and schoolmistresses are allowed baggage according to the scale laid down in explanatory notes to statement A.

*Regimental stores.*—Carriage will be supplied for regimental stores, the property of Government, other than those provided for by regulations, on the authority of the general officer commanding the district, who will satisfy himself that their despatch with the corps is necessary, and will refer for orders to army head quarters when any doubt as to the expediency of despatch exists.

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STATEMENT D—continued.

## (b) ON FIELD SERVICE.

STRENGTH.				DESCRIPTION OF TROOPS.	TENTS		CARRIAGE FOR					Dooly-bearers.	Bungby-burdars.		
Native officers.	British non-commissioned officers.	Medical subordinates.	Native non-commissioned officers, rank and file.		Staff sergeants.	European privates.	Tents.	Baggage.	Ammunition.	Entrenching tools.	Camels.			Arms of sick.	Hospital equipment.
			Total.	The following infantry regiments of the Bengal Army receive carriage, viz. — 17th, 19th to 46th, 42nd to 45th, the regiments of the Punjab Frontier force, including the 1st and 2nd Battalions, 5th Borkhas, and the Decol irregular infantry; the remainder draw batta and pay for baggage transport, vide foot-note.											
13	...	2	537	552	Regiment of cavalry.	...	2	Camels on the scale of 1½ camels per 2 pals, or 1 elephant for 5 pals.	Cam-l-load 5 mds. 2-bullock cart 10 mds. Pack-bullock 2½ mds.					One dooly per troop or company, 6 bearers for every dooly inclusive of permanent establishment of corps For every 4 doolies 1 man (as mate) extra, i. e. 1 mate and 24 bearers.	1
16	...	2	316	334	Regiment of infantry, 8 companies.	...	45	Ditto . .	Native infantry not drawing batta—commissioned officers, 30 seers; non-commissioned officers, 15 seers; buglers, drummers, and sepoy, 7½ seers; hospital assistants, 30 seers.						
16	...	2	386	314	Assam or Goorkha regiment N. I. 8 companies.	...	52	...	...						
...	4	3	...	7	Head-quarters, sappers and miners.	7	2	Camels on the scale of 1½ camels for 1 staff sergeants' tent or 2 pals or 2 elephants for 5 staff sergeants' tents, and 1 elephant for 5 pals and 2 camels for each new pattern privates' tent; or 1 camel and 1 elephant, or 1½ elephants for 2 privates' tents, new pattern; if old pattern, 3 camels or 1 elephant to 2 tents.	British non-commissioned officers of sappers and miners, ½ camel each.						
2	6	...	114	123	Company, sappers and miners.	1	10	...	...						1
At the rate of 1 camel for 3,000 rounds Snider cartridges and 4,000 Enfield cartridges.															
2 camels with suitable khajiwabs per regiment, or 1 camel per wing.															
(a)															
To be determined according to the nature of the service, &c.															

Note.—Suleetahs, general service pattern, for conveyance of the men's kits will be supplied by the ordnance department in the proportion of one suleetah for every five kits.

II.—Two camels per regiment or one camel per wing of native infantry for entrenching tools allowed.

III.—The following are the batta-drawing infantry regiments which are not entitled to carriage at the public expense—

1st to 16th and 18th regiments, Bengal infantry, both Battalions of the 1st, 2nd, 3rd and 4th Goorkhas, Sappers and Miners, Mowwar Bheel corps, Malwa Bheel corps, Bhopal battalions, Erinpura irregular infantry, and Mhairwarra battalion, and sappers and miners.

(a) Carriage, to the extent required, will be provided at Government expense for all regiments of cavalry and infantry. The requisition for this carriage must invariably be supported by copies of the order directing the supply and showing numbers of sick men and arms carried.

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*Explanatory Notes to Statement D (b).*

*Tents, cavalry.*—Two lascars' pāls for hospital.

*Tents, infantry.*—Forty lascars' pāls per 8 companies, or 5 per company of native infantry; 2 pāls for the quarter-guard, 2 pāls for the rear-guard, and 4 pāls for the hospital. Assam or Gooorkha regiments, forty lascar pāls for 8 companies or 5 per company and 2 per wing; 2 pāls for quarter-guard; 2 pāls for rear-guard and 4 pāls for hospital.

*Tents, sappers, head-quarters.*—The staff sergeants' tents are: 1 for the warrant officer attached to park, 1 for the sergeant major, 1 for the quartermaster sergeant, 1 for the assistant instructor in military engineering, 1 for the trained schoolmaster, 1 for the assistant apothecary, and 1 for school and instruction office. The two European privates' tents are: 1 for school and instruction office and 1 for hospital, including dispensary and office.

*Tents, sappers.*—The staff sergeants' tent is for the 2 sergeants. The European privates' tent is for the 4 corporals. Of the 10 lascar pāls, 6 are for the native non-commissioned officers and rank and file of the company, 1 for the rear-guard, 1 for the quarter-guard, 1 for the magazine-guard, and 1 for the hospital.

*Arms of sick.*—One chest per company, or 8 chests per regiment of infantry, at 2 chests per camel.

*Banghy-burdars.*—One per regiment or detached company of sappers to carry hospital petturrahs.

## STATEMENT E.

*Statement of Camp Equipage, Carriage and Establishments allowed for Native Troops in the Madras Presidency.*

*Staff sergeants' tents.*—1 for each sergeant major or quartermaster sergeant.

*Line tents.*—1 tent, native, for 15 cavalry or 20 sappers or infantry.

*Guard tents.*—2 tents, native, for each regiment or wing.

*Hospital tents.*—1 tent, native, for every 150 men.

*Subsidiary tents.*—

For a regiment of cavalry { 1 tent, European, and 1 tent, native, for veterinary establishment.  
2 tents, native, for stores.  
1 tent for cover of medicines.

For a regiment of infantry { 1 tent, native, for stores.  
1 tent for cover of medicines.

*Lascars.*—1 lascar (including regimental) for every 50 of all ranks in the cavalry and 1 for every 56 of all ranks in the infantry and sappers.

[Note.—For sick carriage, transport for tents, stores, &c., and establishments, see statement C.]

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**STATEMENT F.**  
 [Bombay G. O. No. 23 of 1882.]  
*Statement of Camp Equipage, Carriage and Establishments authorized for the different branches of the Native Army serving in the Bombay Presidency.*  
 On ordinary movements.

STRENGTH.				TROOPS.				TENTS.				CARRIAGE FOR							
Native Officers.	British Non-Com-missioned Officers.	Medical Subordi-nates.	Non-Commissioned Officers, Rank and File.	TOTAL.				Staff Sergeants.	Privates, British.	Regiments.	Sepoy, 2 pals each.	Lascar pals.	Tents.	Baggage.	Ammunition.	Camels.	Arms of Equip-ment. (b)	Dooly and Bearers.	Coolies.
13	..	2	474	489	Cavalry	..	..	..	..	..	1	..	..	Camel . . . . .	Snider cartridges, 1 camel to 3,000 rounds.	..	22 mounds per regiment of native cavalry	1 dooly with 6 bearers to 500 non-com-missioned officers, rank and file.	1
2	..	1	163	166	Mountain battery of strength of 4 guns	..	..	..	..	..	..	12	14	Camel . . . . .	Camel to 3,000 rounds.	..	12 mounds per wing and 3 mounds per troop or company.	..	1
..	16	3	..	19	Head quarters, sappers and miners	7	2	..	..	..	..	..	14	Camel . . . . .	Camel to 3,000 rounds.	..	12 mounds per wing and 3 mounds per troop or company.	..	1
2	..	1	94	97	Company, sap-pers and miners	1	1	..	..	..	3	4(a)	14	Camel . . . . .	Camel to 3,000 rounds.	..	12 mounds per wing and 3 mounds per troop or company.	..	1
16	..	4	696	716	Infantry	..	..	..	..	..	16	8(a)	14	Camel . . . . .	Camel to 3,000 rounds.	..	12 mounds per wing and 3 mounds per troop or company.	..	1

(a) May be used for small detachments if required in lieu of tents, sepoy, of 2 pals each.

(b) The scale here laid down is the maximum allowed, but indents for carriage (subject to check by deputy surgeon-general) will be put forward only for actual requirements within the maximum scale.

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*Explanatory Notes.*

*Tents for cavalry.*—1 sepoy, 2 pāls or 2 lascar pāls for hospital.

„ *native artillery.*—9 pāls for non commissioned rank and file, 2 for guards, 1 for hospital.

„ *sappers, head quarters.*—9 staff sergeants' tents, viz. 1 for warrant officer attached to park, 1 for sergeant major, 1 for quartermaster sergeant, 1 for assistant instructor in military engineering, 1 for trained schoolmaster, 1 for assistant apothecary, and 1 for office for school and instruction. The two tents, private, British regiments, are 1 for school and instruction office and 1 for hospital, including dispensary and office.

„ *Sappers, company.*—1 staff sergeants' tent for 2 sergeants when unmarried and 1 privates' tent, British regiment, for 4 corporals when unmarried; when married and accompanied by their families on the march, 1 staff sergeants' tent is allowed for each sergeant and corporal, 3 sepoy, 2 pāls each, for native non-commissioned officers and rank and file—4 lascar pāls, viz. 1 for quarter-guard, 1 for rear-guard, 1 for magazine-guard, and 1 for hospital.

„ *Infantry.*—16 sepoy, 2 pāls each, viz. 2 per company and 8 lascar pāls, viz. 2 for quarter-guard, 2 for rear-guard, and 4 for hospital.

Whenever the strength of a native infantry regiment is increased, additional “sepoy, 2 pāls each” will be issued in the proportion of 2 per company.

*Tents for detachments of native troops, for 12 to 25 men, 1 lascar pāl.*

*Arms of sick.*—1 chest per company, at 2 chests per camel.

*Coolies.*—1 per battery of artillery, 1 per regiment of cavalry or infantry, 1 per detached wing of cavalry or infantry or detachments of 200 men and upwards, and 1 for smaller detachments.

*Regimental necessities.*—Carriage will be supplied for regimental stores, the property of Government other than those provided for above.

A dooly will be furnished whenever there are more than half the number of men entitled to such carriage.—G. G. O. No. 1000 of 1878.

Sulletahs, general service pattern, for conveyance of the men's kits will be supplied by the ordnance department according to the following scale:—Native soldiers, 1 per 5 kits.

*Carts for sick.*—One or more (as may be necessary) with covering to the extent necessary for carrying 5 men per troop or company may be entertained under the orders of commanding officers of corps. All orders for carriage beyond that for 5 men per troop or company must be forwarded for confirmation.

Medical equipment, *vide* scale published in clause 68, Indian Army Circulars, 1881.

## ON FIELD SERVICE.

The above scale also applies on field service with the following exceptions:—

*Baggage.*—Commissioned officers and hospital assistants, 2 maunds; havildars and medical pupils,  $\frac{1}{2}$  maund; naiks, drummers, buglers or sepoys,  $\frac{1}{4}$  maund.

On occasion of troops proceeding on service into the hills or beyond the frontier, special orders will in each case be issued regarding the amount of baggage to be taken by the several ranks.

*Hospital equipment.*—To be determined according to the nature of the service.

*Doolies and bearers.*—1 dooly with 6 bearers to 100 non-commissioned officers, rank and file.

*Entrenching tools.*—2 camels, with suitable kajawahs, per regiment, or 1 camel per wing on field service or whenever a moveable column may be called out.

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## STATEMENT G.

*Statement showing the description and weight of the several Tents used by the Troops in the Bengal, Bombay, and Madras Presidencies.*

BENGAL.					BOMBAY.					MADRAS.							
DESCRIPTION.	WEIGHT.				DESCRIPTION.	WEIGHT.				DESCRIPTION.	WEIGHT.						
	Cwt.	Qrs.	Lbs.	Mds.		Srs.	Cwt.	Qrs.	Lbs.		Mds.	Srs.	Cwt.	Qrs.	Lbs.	Mds.	Srs.
Field officers', complete.	24	1	10	33	9½	Field officers', complete.	24	0	18	33	33	Field officers', complete.	14	0	27	19	37½
Single pole . . .	14	1	12	20	4	Captains' . . .	18	2	20	26	6	Captains' . . .	8	1	20	11	32
Hill tent, with verandah.	6	1	22	9	1	Subalterns' . . .	13	1	14	18	29	Subalterns' . . .	5	1	14	7	21
European privates' tent, N. P.	7	3	17	11	2½	Hill . . .	6	1	12	8	36	Hill tent, 11 feet square.	4	0	17	5	32½
Staff sergeants' ditto	4	2	1	6	12½	Bechoba . . .	3	2	0	4	36	Hill tent, 8 feet square.	2	3	18	4	2
Sepoys' tent of 2 pāls	4	2	16	6	20	Necessary . . .	1	2	0	2	4	Staff sergeants' . . .	4	1	0	5	38
Lascars' pāl . . .	2	1	9	3	10½	Hospital . . .	13	0	14	18	15	European soldiers' . . .	5	0	27	7	13½
Necessary tent . . .	1	2	10	2	9	European privates' D. P.	7	2	0	10	20	Native soldiers' . . .	1	2	24	2	16
Bell tent, double . . .	3	16	1	10		European privates' S. P.	4	3	8	6	30	Necessary . . .	1	0	15	1	23½
„ single . . .	2	14	...	35		Staff sergeants' . . .	4	2	0	6	12	Bell tent, sepoy, Madras, single, 14 feet diameter	1	0	6	1	19
						Sepoys of 2 pāls . . .	4	2	20	6	22						
						Lascars' pāl . . .	2	2	20	3	30						
						Sepoy No. I . . .	3	0	4	4	10						
						„ „ II . . .	2	2	0	3	20						
						„ „ III . . .	1	3	4	2	20						

## Appendix V.

[REFERRED TO IN SECTION 1, PARA. 96, CLAUSE a.]

*Special rules for the supply of Carriage to Troops marching through—*

- A.—The Rajputana and Central India Agencies.
- B.—The Central Provinces.
- C.—The Bengal Provinces.
- D.—The North-Western Provinces.
- E.—The Punjab.

## A.—THROUGH THE RAJPUTANA AND CENTRAL INDIA AGENCIES.

- I.—The district officer or political agent, in communication with the durbar, will arrange for the supply of the carriage, and inform the officer making the

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demand of the extent to which his requisition can be complied with. He will forward the carriage to the officer making the demand, under the charge of a durbar or tahsil official, with an English letter specifying the said official's duties and the limit of his jurisdiction. The official so deputed must accompany the troops as long as they require carriage from his durbar or district; and any additional carriage required on the march must be procured through him. Payment should be made, and receipts taken from him, in the manner prescribed in section 1, paras. 106 and 107.

- II.—A statement, as prescribed in section 1, para. 96, clause (h), must be furnished by the district officer or political agent, after consultation with the durbar, to the indenting officer, who may reject such carriage as he does not approve of, paying the full hire from the date the carriage is taken up until the date of rejection.
- III.—All communications with the thakurs and headmen of villages should be conducted by commanding officers through the medium of the durbar or tahsil official accompanying the troops.

#### B.—THROUGH THE CENTRAL PROVINCES.

- I.—The district officer shall make arrangements for the supply of carriage with chowdries or contractors, and the latter will make their own arrangements in regard to fees, which, however, shall in no case exceed one anna per rupee, and shall not be claimable from the hirer.
- II.—The Government will, as far as possible, from time to time, acting upon the advice of the district and divisional officers, notify in the Gazette of the Central Provinces the prevailing rates of hire in each district for the different kinds of carriage procurable there. A statement showing the rates of hire for carts sanctioned for the present in the different districts is annexed. A single rate per bullock per day has been sanctioned for the period of the engagement of the carts, without reference to length of stage or to season, or to halting or returning, all which considerations are to be put aside in settling with the carters.
- III.—If it is necessary to collect carriage beforehand, demurrage rates must be paid until it is actually employed. These rates will be those fixed in the statement annexed, and they should be paid for each day or part of a day that the carriage has been detained. Should a greater quantity of carriage be demanded than is ultimately required, demurrage for the carriage which is not taken up will be charged to the responsible parties; but no demurrage will be allowed if the carriage, when being made over, is declared unserviceable by a committee of officers. In view to curtailing expense for demurrage, civil officers will keep indenting officers fully informed of the probable amount that will be incurred; but no error of estimate of demurrage will affect the liability of troops for the whole demurrage that may become due by them.
- IV.—District officers will pay to the owners of the carriage, either public or private, such sum not exceeding half the hire of the trip as may be requisite as an advance. Immediately such an advance is made, the civil officer will forward in a covering letter the requisitions for carriage, a statement of the advance, and the receipts of the owners or drivers to the executive commissariat officer of the district, who will at once send to the civil officer a cheque for the full sum advanced on account of both public and private carriage. The commissariat officer of the district will debit all payments made by him to the commissariat officer at destination, who will adjust the accounts, recover overcharges for carriage, correct irregularities in the requisition, &c.



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V.—It is to be particularly observed that the civil officer is not authorized to make any final payment or adjustment, but only to make advances, which should be repaid to him by the commissariat department.

*Statement showing the prevailing rates of hire of Pack-bullocks and Buffaloes and of Draught Bullocks and Buffaloes in the districts of the Central Provinces.*

Divisions.	DISTRICTS.	HIRE PER DIEM PER				REMARKS.
		Pack-bullock.	Pack-buffalo.	Draught bullock.	Draught buffalo.	
Nagpur.	Nagpur . .	a. p. 7 0	a. p. 8 0	a. p. 7 0	a. p. ...	Draught buffaloes not available.
	Wardha . .	8 0	10 0	9 0	...	Ditto ditto.
	Bhandara . .	8 0	12 0	8 0	12 0	
	Chanda . .	...	...	11 0	...	Pack-bullocks and buffaloes and draught buffaloes not available.
	Balaghat . .	4 0	0	8 0	8 0	
Jubbulpore.	U. G. district . .	5 0	...	8 0	...	Pack and draught buffaloes not available.
	Jubbulpore . .	5 0	...	7 6	...	Ditto ditto.
	Saugor . .	...	...	7 6	7 6	Pack-bullocks and buffaloes not available.
	Damoh . .	4 3	5 0	7 6	...	
	Seoni . .	6 6	7 0	7 6	...	Draught buffaloes not available.
Narbada.	Mandla . .	2 0	2 0	9 0	9 0	Ditto ditto.
	Hoshangabad . .	7 6	10 0	6 0	6 0	
	Narsinghpur . .	6 0	6 0	6 0	6 0	
	Nimar . .	6 0	...	6 0	...	Pack-bullocks and buffaloes not available.
	Chindwara . .	4 0	5 0	3 0	3 0	
Chattisgarh.	Betul . .	4 0	5 6	3 0	...	Draught buffaloes not available.
	Raipur . .	6 0	6 0	6 0	6 0	
	Bilaspur . .	3 0	3 6	6 0	10 0	
	Sambalpur . .	...	...	2 0	...	Pack-bullocks and buffaloes and draught buffaloes not available.

## C.—THROUGH THE BENGAL PROVINCES.

- I.—Wherever possible and convenient, the Government desire that chowdries or brokers should be employed to engage carriage, every precaution being taken to guard against oppression on their part. When the services of such men are required continuously, they may be paid a regular salary; otherwise and ordinarily, they should be paid by a commission.
- II.—The Government will, as far as possible, from time to time acting upon the advice of the district and divisional officers, fix the rates of hire, back hire (which is always allowed at least at half rates), demurrage, &c., to be allowed in each district for the different kinds of carriage procurable there; and a district officer,

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- when making over carriage to the commanding officer, is to be careful to deliver to him in writing a full statement of the rates of hire, back hire, demurrage, and the like, and of the weight to be carried by each cart, boat or beast.
- III.—If it is necessary to collect carriage beforehand demurrage rates must be paid until it is actually employed; but care should be taken, as far as possible, to curtail charges of this kind, and when they are necessary, the indenting officer should be immediately warned to that effect.
- IV.—It is to be particularly observed that the civil officer is not authorized to make any final payment or adjustments, but only to make *advances*, which he should recover from the military authorities.

## D.—THROUGH THE NORTH-WESTERN PROVINCES.

- I.—The chowdries shall make their own arrangements in regard to fees, which shall, however, in no case exceed one anna per rupee, and shall not be claimable from the hirer.
- II.—A uniform rate of seven annas a day for each bullock employed shall be charged in all divisions except that of Kumaon, to be calculated from the date on which the carriage is taken up to the date of discharge, both inclusive. There will be no charge for return hire, and full hire will be charged for halts.
- III.—The commanding officer of the troops will be responsible that half the hire is paid in advance, and that the balance is made good on arrival at the destination of the troops, or when the carriage is relieved.
- IV.—District officers are responsible that tables showing the rates of hire with the proper weight of loads are made known to the commanding officer when the carriage is supplied.
- V.—Where necessary, the district officer will advance half hire on engaging carriage, to be recovered from the commanding officer, but beyond making the advances the district officer is not authorized to make any final payment or adjustments.

## E.—THROUGH THE PUNJAB.

- I.—If possible, not less than 15 days' notice is to be given to the district officer of the quantity and description of carriage required. As in the Peshawar, Rawalpindi, Mooltan and Derajat divisions, carts are either not procurable at all, or obtained with difficulty, requisitions for carriage submitted to any district officer in these divisions should invariably specify the number of camels that are required in case carts are not procurable.
- II.—Requisitions for carriage should be in duplicate and in the subjoined form:—

Date.	Name of applicant.	Description of carriage.	Quantity.	From and to what place.	Probable date of arrival at the station at which carriage will be relieved.	Estimated amount of hire due for the journey.	Amount paid in advance.	REMARKS.
								NOTE.—Whether payable by the State or by individuals.

*Form of Certificate at foot.*

I hereby promise to apply to the deputy commissioner of \_\_\_\_\_ (mentioning next relieving station) for exchange carriage, and in case of dispute to pay any sum which

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the deputy commissioner of the relieving district may declare to be due on account of carriage hire.

(Sd.) A. B.

III.—Unless in cases of emergency, such as the breaking-down of carriage, death of cattle, &c., carriage or camels are not to be exchanged, except at the principal stations along the road. Carriage will be relieved at Delhi, Karnal, Umballa, Hissar, Jullundur, Ferozepore, Umritsar, Lahore, Jhelum and Rawalpindi. Regiments and detachments taking carriage at Jullundur and Ferozepore and proceeding north of Lahore, but which do not go west of the Chenab, may take the carriage obtained at the stations named to their destinations; if proceeding towards Mooltan, the carriage must be exchanged at Lahore. Regiments and detachments proceeding from Umballa to Ferozepore should have their carriage relieved at Ludiana. In like manner, for troops going up-country from Umballa to Umritsar, a relief should be effected at Ludiana, but in this case it will be unnecessary to change the carriage again at Jullundur. For troops going down-country from Umritsar to Umballa, carriage will be relieved at Jullundur, and not at Ludiana. Unless upon a certificate from the officer of the district where carriage ought to be changed, that he cannot furnish a relief, carriage is not, without the written consent of the owners, to be taken beyond such station. The district officer should report to the commissioner each case in which he has declined to furnish a relief, assigning reasons for the same. The commissioner will notice any cases in which the reasons are not satisfactory; for much of the hardship entailed under existing arrangements upon owners of cattle is owing to the rules regarding relief not being attended to.

IV.—Whenever carriage is engaged to any place, half the hire must be paid in advance. The civil officer furnishing the carriage is bound to see that this advance is made before the carriage is made over to the applicant. The commanding officer of a regiment or detachment, or the individual taking carriage, shall be held responsible for the full payment of the carriage being made on its reaching the destination agreed upon, as well as for securing to each owner payment of hire for halts and any demurrage that may be incurred. If, under any circumstances, a subordinate civil officer furnishes carriage without providing that the advance be paid, he is immediately to report the circumstance to his superior, on pain of being held personally responsible for the amount. The civil officer will report the circumstance direct to the commanding officer of the regiment, and provide that full payment be made to the person engaged.

V.—The authorized loads are as follows :—

Bullock-train carts	{ four-wheeled . . . . .	30 maunds.
	{ two-wheeled . . . . .	15 „
Four-bullock carts or hackeries	. . . . .	30 „
Three-bullock carts . . . . .	. . . . .	24 „
Two-bullock carts . . . . .	. . . . .	16 „
Camels . . . . .	. . . . .	6 „
Bullocks . . . . .	. . . . .	3 „
Mules . . . . .	. . . . .	3½ „
Asses . . . . .	. . . . .	2 „
Coolies . . . . .	. . . . .	¾ „

VI.—The system heretofore in force under which halts, back hire, and demurrage have been charged at half the fixed rates is to be abolished, and in future all carriage will be paid for at the rates hereinafter specified, from the date on which it is taken up to the date of its discharge, both inclusive. If carriage is taken double marches, double rates must be paid for every such double march. For carriage employed in any part of the Punjab during the rainy season, or

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## Appendix V.

between the 1st of June and 1st of October, an additional charge will be made equivalent to 25 per cent. on the hire that would be leviable according to the subjoined rates.

VII.—An ordinary rate of 7 annas a day for each bullock drawing a cart shall be charged in all the eastern divisions of the Punjab; but for all stages west and north of Lahore, and also between Mooltan and the Derajat division, a special rate shall be levied of 8 annas a day for each bullock. When, however, carts are engaged for a month or upwards, rates of hire are to be determined by mutual agreement.

VIII.—For carts employed on hill roads between Rawulpindi and Murree, Pathankote and Dalhousie or Noorpore, Hoshiarpore and Dhurmsala, Kalka and Simla, and on all roads of the same character, where the wear and tear is unusually great for carts and cattle, a special rate will be charged of 12 annas a day for each bullock.

IX.—The rates prescribed for other descriptions of carriage are as follows:—

If engaged daily	{	For 3 camels or more—	6 annas each per day.
		" 2 " "	7 " "
If engaged and employed for a month or upwards.	{	" 1 camel only—	8 " per day.
		For 3 camels or more—	R8 each per mensem.
		" 2 " "	9 " "
If engaged daily	{	" 1 camel only—	12 " "
		Mules and ponies—	6 annas each per day.
		Donkeys . . .	3½ " "
		Ekkas . . .	12 " "
		Coolies . . .	3 " "
		Bearers . . .	5 " "

When engaged for a month and upwards, rates to be determined by mutual agreement.

X.—Chowdries' fees are to be paid by the owners of carriage, and not by the employers of carriage; ordinarily chowdries will arrange with the owners of carriage as to the scale of fees to be paid, but in the absence of any special engagement, they will be entitled to six pie or half an anna per rupee on the total hire due for carriage from the station at which it is engaged to the station at which it ought to be relieved. In the case of coolies and bearers, the chowdries' fees will be six pie or half an anna per man.

XI.—District officers are responsible that extracts from these rules showing the rates of hire and chowdries' fees, with the proper weight of loads and the conditions regarding halting, demurrage and the like, are made over to the commanding officer at the first station in the Punjab at which the carriage is supplied. The rules and tables of rates should also be hung up in dāk bungalows, sarais, tahsils, thanas, and other public places.

XII.—The owners of carriage should be supplied with a copy of the requisition filled up in the English and Urdu characters. If any portion of the hire due is withheld the presentation of this requisition to a deputy commissioner will enable him at once to enter upon the case, and adjudicate any dispute between the owners and employers of cattle. Not unfrequently, from carriage breaking down on the line of march, it has to be relieved at other than the fixed relieving stations. The official who supplies fresh carriage, or in whose jurisdiction fresh carriage is obtained, is responsible for adjudicating the claim of hire on account of the relieved carriage. In some cases it will be necessary to recover some portion of the half-hire advanced, and to make it over to the owners of the relieving carriage; in other cases to arrange for the payment of the balance of hire due up to the date of discharge.

XIII.—Although these rules have been laid down for carriage supplied to troops, the rate prescribed, and the arrangements regarding written requisitions, relief, payment of half-hire in advance, &c., will be held applicable to all cases in which carriage is supplied by the civil authorities on the requisition of officers and others travelling on the public service.

## Appendix VI.

PART II.

App. VI.

## Appendix VI.

[REFERRED TO IN SECTION I, PARA. 129.]

Requisition on the Commissariat Department at \_\_\_\_\_ for the use of \_\_\_\_\_ for the undermentioned Carriage required

		(STATION AND DATE.)		Authority and date.	COST.		
					Rate.	Per.	Amount.
Date.	Description of carriage.	When required.	For what purpose required.	Present strength of corps, battery or detachment for whom carriage is required.			
				Officers . . . . . Warrant officers . . . . . Staff sergeants . . . . . Mounted men . . . . . Dismounted men . . . . . Gunners of field artillery . . . . . Non-commissioned officers, rank and file of garrison artillery or infantry . . . . . Women . . . . . Children . . . . .			

I do hereby certify that the carriage specified is indispensably necessary for the purpose mentioned, according to the best of my judgment and belief after the most careful examination.

Contents received.

Commanding.

[N.B.—All ranks of horse artillery are mounted men when marching with horses and guns complete. In a field battery 54 drivers and 24 other ranks are mounted, and 76 gunners and 3 artificers dismounted men. All are dismounted when not marching with the usual equipment.]

## PART II.

## App. VII.

## Appendix VII.

## Appendix VII.

[ REFERRED TO IN SECTION I, PARA. 131, CLAUSE a. ]

*Requisition No. \_\_\_\_\_ on the Commissariat Department at \_\_\_\_\_ for the  
undermentioned Carriage required for the use of H. M.'s \_\_\_\_\_  
regiment proceeding to \_\_\_\_\_ (STATION AND DATE.)*

Description.	Established proportion as per scale.	Balance in hand this day.	Now demanded.	Why required.	Authority and date.	REMARKS.

I hereby certify that the above are indispensably necessary for the purposes set forth, to the best of my judgment and belief after the most careful investigation; the strength is most correctly exhibited.

\_\_\_\_\_  
*Surgeon in charge.*

I acknowledge to have received the above.

Approved.

\_\_\_\_\_  
*Deputy surgeon-general.*

\_\_\_\_\_  
*Surgeon in charge.*

[ Note.—This requires to be supported by review certificate, Appendix X.]

*Detailed statement of Strength and average Daily Sick of H. M.'s  
\_\_\_\_\_ Regiment.*

Strength.	Average Daily Sick.
Officers . . . . .	
Staff sergeants . . . . .	
Sergeants . . . . .	
Corporals . . . . .	
Privates . . . . .	
Women . . . . .	
Children . . . . .	

\_\_\_\_\_  
*Surgeon in charge.*

## Appendix VIII.

PART II

App. VIII.

## Appendix VIII.

[REFERRED TO IN SECTION 1, PARA. 131, CLAUSE b.]

*Emergent requisition on the Commissariat Department for extra Carriage  
for the use of the sick of H. M.'s \_\_\_\_\_ regiment (or detachment)  
proceeding towards \_\_\_\_\_ under command of \_\_\_\_\_.*

(STATION AND DATE.)

Description.	Established proportion as per scale.	Balance in hand this day.	Now demanded.	Why required.	Authority and date.	REMARKS.

I certify that carriage to the above extent is indispensably requisite,  
the number of men mentioned in detail in the accompanying certificate  
being otherwise unable to travel to their destination.

\_\_\_\_\_  
*Surgeon in medical charge.*

I acknowledge to have received the above.

Approved.

\_\_\_\_\_  
*Deputy surgeon-general.*

\_\_\_\_\_  
*Surgeon in medical charge.*

*Detailed statement of Strength and Sick of H. M.'s \_\_\_\_\_ regiment.*

Strength.						Average daily sick.
Officers	.	.	.	.	.	
Staff sergeants	.	.	.	.	.	
Sergeants	.	.	.	.	.	
Corporals	.	.	.	.	.	
Privates	.	.	.	.	.	
Women	.	.	.	.	.	
Children	.	.	.	.	.	

\_\_\_\_\_  
*Surgeon in charge.*







PART II.  
App. XI.

## Appendix XI.

BENGAL FORM 367.  
*Supplies on payment.*

## Appendix XI.

[REFERRED TO IN PARA. 155, SECTION I, CLAUSE IV, SUPPLIES.]

*Requisition on the \_\_\_\_\_ for supplies required at \_\_\_\_\_ on the \_\_\_\_\_  
for the fighting men, public followers, public and private cattle of the \_\_\_\_\_  
Dated at \_\_\_\_\_*

ARTICLES AND QUANTITIES REQUIRED FOR TROOPS AND PUBLIC FOLLOWERS.					ARTICLES AND QUANTITIES REQUIRED FOR PUBLIC CATTLE.							Total quantity of each article.
Articles.	British troops.	Native troops.	Public followers.	Total quantity of each article.	Articles.	Horses.	Elephants.	Mules.	Bullocks.	Slaughter cattle.	Sheep.	
	Quantities.	Quantities.	Quantities.			Quantities.	Quantities.	Quantities.	Quantities.	Quantities.	Quantities.	Quantities.
					ARTICLES AND QUANTITIES REQUIRED FOR PRIVATE CATTLE.							

I do hereby certify that the articles specified in this requisition are indispensably necessary for the use of the \_\_\_\_\_ to the best of my judgment and belief, and after the most careful examination.

Examined.

\_\_\_\_\_  
*Quartermaster.*

\_\_\_\_\_  
*Commanding.*

*Note*

*I.*—This requisition should reach the district civil officer at least a fortnight before the date on which the supplies are required.  
*II.*—This requisition is to be framed by the commissariat department and commanding officer to the extent each will be responsible for the supplies to be paid for by the state and by troops.

*III.*—Supplies not indented for or required in excess of indent cannot be demanded, and the commissariat agent and commanding officer must make the best arrangements practicable to obtain them.

*IV.*—Requisition for supplies in excess of actual requirements, the official on whose requisition the excess supply was furnished should, in concert with the civil officer, make such arrangement for its disposal as may appear best for all concerned.

*V.*—Officers and others who may require sheep, fowls, k.d.s, milk, eggs, or other articles not specified in the form of the requisition are not to employ soldiers or lascars in procuring them, but must send their servants into the neighbouring villages with money for their purchase. The civil functionary who attends the corps or detachment will be able to give information where such articles are likely to be obtained, but is in no case to interfere by his authority in procuring them.

## Appendix XIA.

PART II.

App. XIA.

## Appendix XIA.

[REFERRED TO IN PARA. 16.]

Indent No. \_\_\_\_\_ on the Collector of \_\_\_\_\_ for supplies  
required for the use of the regiment \_\_\_\_\_ at \_\_\_\_\_  
on \_\_\_\_\_.

NATURE OF SUPPLIES.	NON-COMMISSIONED OFFICERS AND PRIVATES.			CAMP FOLLOWERS.			PUBLIC AND PRIVATE CATTLE.			TOTAL SUPPLIES.			REMARKS.
	Maunds.	Viss.	Pollums.	Maunds.	Viss.	Pollums.	Maunds.	Viss.	Pollums.	Maunds.	Viss.	Pollums.	
Rice . . . . .													At 1 seer per man.
Atta . . . . .													At 1 " " "
Dhall . . . . .													At 4 pollums per man.
Ghee . . . . .													At 2 " " "
Salt . . . . .													At $\frac{3}{4}$ " " "
Gram . . . . .													
Tobacco . . . . .													At 1 pollum per man.
Turmeric . . . . .													At $1\frac{1}{2}$ " " "
Straw . . . . .													
Grass . . . . .													
Firewood . . . . .													At $1\frac{1}{2}$ seers per man.
Charcoal . . . . .													
Pots . . . . .													At 15 per company.
Tent, pegs . . . . .													
Sleep, 1st sort . . . . .													
" 2nd " . . . . .													
Fowls, 1st " . . . . .													
" 2nd " . . . . .													
Betel-nuts . . . . .													At $\frac{3}{4}$ ths pollum per man.
Avil . . . . .													At $\frac{1}{2}$ seer per man.
Sugar . . . . .													At $1\frac{1}{2}$ pollums per man. } for Rajputs.
Chillies . . . . .													At $\frac{1}{4}$ pollum per man.
Pepper . . . . .													At 3-16ths " "
Coriander seed . . . . .													At 1-16th " "
Cummin seed . . . . .													At 1-16th " "
Garlic . . . . .													At 1-16th " "
Tamarind . . . . .													At $1\frac{1}{2}$ " "
Onions . . . . .													At 3-16ths " "
Pawn leaves . . . . .													At 20 leaves "

N.B.—No. of fighting men \_\_\_\_\_  
,, of camp followers \_\_\_\_\_

I do hereby certify that the articles specified in the indent are indispensably necessary for the use of the regiment according to the best of my judgment and belief.

Examined \_\_\_\_\_ } (Signed)

Quartermaster.

Commanding

Regiment.

## PART II.

## Appendix XII.

App. XII.

Appendix  
FORM

No. \_\_\_\_\_

[REFERRED TO IN PARAS. 197—268, SECTION II,

*Return of Troops and Followers (public and private), as also of Baggage,*  
to \_\_\_\_\_

		BRITISH.																											
												CHILDREN OF OFFICERS.			CHILDREN OF WARRANT OFFICERS AND TROOPS.			Commissioned Officers and Hospital Assistants.		Non-Commissioned Officers, Rank and File.		Wives of Commissioned Officers and Hospital Assistants.		Wives of Non-Commissioned Officers.					
		Generals of Division.	Generals of Brigade.	Colonels.	Lieutenant Colonels and Majors.	Captains.	Subalterns.	Warrant Officers and Staff Sergeants.	Sergeants, Rank and File.	Wives of Officers.	Over 12 years.	Between 12 and 3 years.	Under 3 years.	Wives of Warrant Officers and Troops.	Over 12 years.	Between 12 and 3 years.	Under 3 years.												
.....																													
Numbers of each rank																													
Baggage allowed by Government to each.	Mds.	9	8	7	6	5	4	2	1	4	2	1	1	1½	¾	¾	¾	2	¾	1½	¾								
Total of baggage allowed.	Mds.																												

Certified that lying-down accomodation for—men,—women and—

*In Medical Charge.*

## INSTRUCTIONS FOR

I.—The above scale is exclusive of side arms for officers, and rifles or other arms  
 II.—Medical and other officers to be entered in respective columns according to  
 III.—The quantity of baggage allowed to regimental officers will be regulated by their  
 ling on other duties.

IV.—Subaltern officers arriving in India for the first time to join their corps are,  
 additional maund of baggage conveyed at the public expense, making five maunds in all.

V.—The amount of baggage allowed to army schoolmasters and schoolmistresses when

VI.—An officer's wife who has been provided with a passage to India under the opera  
 by rail with her husband, and in continuation of the voyage by sea, to have baggage to the  
 14 years of age, 6 cwt.; for each child above 14 years of age, an addition of ½ cwt. This  
 subsequent moves being regulated by the above scale.

VII.—Provision is to be made by the despatching officer, in concert with the railway offi-  
 over to the railway authorities, to be loaded separately from the authorized baggage; pre-  
 para. 327, A. R. I., Vol. X, Part II.

VIII.—Cases of very serious indisposition will be provided for in invalid carriages, and  
 extra space to admit of their lying down. When invalid carriages are required, notice  
 regiment or detachment.—Numbers requiring extra space for lying down should be filled in

IX.—When British commissioned, warrant, and non-commissioned officers, as well as  
 in course of relief, or on duty of a permanent nature, and are allowed to take their families

## Appendix XII.

## PART II.

App. XII.

XII.

BENGAL FORM 520.

*Supplied gratis.*

A.

OF A. R. I., VOL. X, PART II ]

Horses, &c., for whom conveyance by Rail is required from \_\_\_\_\_  
on the \_\_\_\_\_ 18 \_\_\_\_.

on the 18

STATION AND DATE \_\_\_\_\_ 18\_\_\_\_

NATIVE.										HORSES.		REMARKS.  (Here enter number of School-masters, School-mistresses, Insanes, Convicts, &c.)													
CHILDREN OF COMMISSIONED OFFICERS, HOSPITAL ASSISTANTS AND NON-COMMISSIONED OFFICERS.						CHILDREN OF RANK AND FILE.		FOLLOWERS.		CHILDREN OF PUBLIC FOLLOWERS.															
	Over 12 years.		Between 12 and 3 years.		Under 3 years.	Wives of Rank and File.			Over 12 years.		Between 12 and 3 years.		Under 3 years.		Public.		Private.		Wives of Public Followers		ver 12 years.		Between 12 and 3 years.		Under 3 years.

children is necessary in addition to the hospital accommodation allowed.

Commanding.

## MAKING OUT FORM A.

and accoutrements in the case of troops.

relative rank, including honorary commissioned officers and senior apothecaries.

regimental rank when travelling on regimental duty, and by their army rank when travel-

when not moving with troops, and when travelling by Railway, entitled to have one

moving with or without troops is laid down in para. 326, A. R. I., Vol. X, Part II.

tion of the Royal Passage Warrant of 1881 is entitled, when completing her inland journey following extent conveyed at the public expense:—for herself and all children under weight is, however, only allowed in case of first landing until arrival at corps or station.

cials, for the transit of all private baggage in excess of the regulations, which is to be made  
vious to despatch, the commanding officer will pay for such extra baggage at the rate given in

invalids who are capable of travelling in ordinary 2nd class carriages will be provided with should be given in an accompaniment to this return, signed by the officer commanding the in certificate above.

soldiers (British and native) and authorized followers, travel by rail at the public expense with them, passages at the public expense will also be allowed for their wives and children.

## PART II.

## Appendix XII.

## App. XII.

*Nominal Roll of Commissioned  
Officers.*

BENGAL FORM 520.

*Supplied gratis*

No.	Rank and Names.
-----	-----------------

## FORM A.

[REFERRED TO IN PARAS. 197 to 268, SECTION  
II OF A. R. I., VOL. X, PART II.]

Return of troops and followers (public and  
private), as also of baggage, horses, &c., for  
whom conveyance by rail is required from

to \_\_\_\_\_ on the \_\_\_\_\_ 18 .

To

THE DISTRICT STAFF OFFICER

OR

OFFICER SUPERINTENDING DESPATCH OF  
TROOPS.

*Note.*—This return is to be carefully filled  
in and returned, without delay, to the de-  
spatching officer.

## Appendix XII.

## PART II.

App. XII.

*Baggage and Servants allowed by Government.*

*Vide* PARAS. 326—357, A. R. I., VOL. X, PART II..

	OFFICERS.										
	Personal servants, exclusive of horse attendants.	Followers allowed when camp equipment is taken.	Mess.								
General officers comdg. forces (discretionally).	12	6	...	Mds	Mds	Mds	Mds	Mds	Mds	Mds	Mds
"    "    "    divisions	9	5	...								
"    "    "    brigades	9	5	...								
Colonels and lieutenant-colonels	6	3	...								
(a) Majors, captains, and subalterns	6	1	...								
Native commissioned and warrant officers											
Native schoolmasters and schoolmistresses,											
(b) staff sergeants, whether regimental or departmental, British non-commissioned officers of the Sappers and European, Eurasian, and native clerks (c)	1	...	...								
	Mess.										
Regiment of British cavalry or infantry	16	4	24	8	{ C 24 F 32 }	8	24				{ C 60 F 100 }
Wing of British cavalry with head quarters	10	2	13	5	...	4	12				40
" of British cavalry without head quarters	10	2	10	4	...	4	12				30
" of infantry with head quarters	10	2	13	5	...	4	12				30
" without "	10	2	16	5	...	4	...				50
Troop of British cavalry, company of royal engineers, or British infantry	3	1	4	2	4	2	3				8
Head quarters of divisions and districts of royal artillery	...	...	...	4							
Battery of royal artillery	6	2	6	4	{ H & F F 6 G 3 }	4	{ H & F F 6 G 3 }				{ H & F F 16 G 8 }
"    "    mountain (*)	6	2	6	4	12	4	3				{ actual wgt. }
Battery of native artillery (including batteries of Punjab Frontier force)	...	...	...	...	...	...	...				...
Regiment of native cavalry	...	...	...	...	...	...	...				...

is 18 and 19, India Army Regulations, Vol. VI.  
is 18 and 19, India Army Regulations, Vol. VI.

age is authorized to be taken, the scale laid down in G. O. No. 1129, dated 23rd December 1862, is to be adopted. The scale of equipment must be weighed separately and entered in the warrant, and charged to Government stores. The scale of equipment must be weighed separately and entered in the warrant, and charged to Government stores. The scale of equipment must be weighed separately and entered in the warrant, and charged to Government stores.

## PART II.

## App. XVI

## Appendix XVI.

(Back of Form E.)

## MEMORANDA.

I.—Commissioned, warrant and native commissioned officers in military employ travelling “on duty” (*vide* para. 510, A. R. I., Vol. X, Part II), but without a Government passage warrant, or proceeding on, or returning from, leave on medical certificate, and paying their own fares (whether entitled to mileage rates or not), are to be allowed to travel in the next higher class of carriage than that for which they purchased tickets, on their producing a certificate, form E (Appendix XVI) signed, in the case of officers in regimental employ, by an officer who is, under the regulations, authorized to issue passage warrants. Officers not in regimental employ are authorized to sign certificates for their own use. If form E. certificates be not produced at the time of booking, no refund can be claimed at the time of presentation.

In the case of officers entitled to mileage rates, the authorized scale of travelling allowance must be reduced by the amount by which the first class fare exceeds the second class, or the second class fare the third class, as the case may be.

Warrant officers and soldiers of all ranks proceeding to Calcutta, Madras, or Bombay, for the purpose of passing the examinations in native languages specified in clause 212, India Army Circulars of 1881, are also to be provided with certificates, form E. (*vide* para. 622).

II.—This, however, is subject to the limitation that commissioned officers only are to travel 1st class with 2nd class tickets, and warrant and native commissioned officers 2nd class with 3rd class tickets.

III.—The certificate is to be given up at the station when the ticket is purchased, the ticket issued being backed-up as follows:—

To travel \_\_\_\_\_ class under Government.

Certificate No. \_\_\_\_\_

Name of Officer \_\_\_\_\_

Station Master.

IV.—This order does not apply to any class of Government servants other than those specified above, nor is it applicable to the wives and families of commissioned or warrant officers, and the certificate is not to be granted to commissioned and warrant officers travelling by the Oudh and Rohilkhund Railway, so long as the fares are not in excess of 9 pies and 2 pies per mile, respectively, for upper and lower classes.



## PART II.

## App. XIX.

## Appendix XIX.

(Back of Form G.)

[REFERRED TO IN PARAS. 261 AND 263 OF A. R. I., VOL. X, PART II.]	<i>General observations by officer commanding troops.</i>	<i>Nominal roll of commissioned officers.</i>
<i>Marching state of troops, &amp;c., proceeding to</i> REST-CAMP _____ 18 .	No.	Rank and name.
To THE DISTRICT STAFF OFFICER or OFFICER SUPERINTENDING DESPATCH OF TROOPS.	I.—State whether the arrangements of the rest-camp are satisfactory.	
[This return is to be filled in by the officer commanding troops and made over to the transport sergeant for despatch.]	II.—State whether any sickness has occurred since arrival at the rest-camp.	
	III.—State any requirements and make any remarks deemed necessary.	
	<i>Commanding troops.</i>	

## Appendix XIX.

## FORM H.

[REFERRED TO IN PARA. 268, SECTION II OF A. R. I., VOL. X, PART II.]

No.

CONSIGNOR'S CREDIT NOTE FOR CONVEYANCE OF STORES.

From \_\_\_\_\_ to \_\_\_\_\_

Station \_\_\_\_\_ 18 .

Consignee's address.	No. of cases.	Description of stores and No. and date of invoice.	Class.	Weight.	Rate per maund.	Amount.	Line or lines of rails.

*Note.*—Charges of the different lines of railway should be exhibited separately to admit of check.

Sender or sender's agents.

Pay to the \_\_\_\_\_ railway company or order the sum of rupees \_\_\_\_\_

as particularized above.

R \_\_\_\_\_

Receiving clerk.

Station master.

## Appendix XX.

## PART II.

App. XX.

## Appendix XX.

[REFERRED TO IN PARA. 422.]

Embarkation Return of the \_\_\_\_\_ embarked at \_\_\_\_\_  
on the \_\_\_\_\_ of \_\_\_\_\_ 18 \_\_\_\_\_ for \_\_\_\_\_.

No. of vessels.	Troops.	Rank and Names of officers.
		Troops or companies.
		Officers.
		Officers' wives.
		Officers' children.
		Men.
		Women.
		Children.
		Warrant Officers, Clerks and Non-Commissioned Officers of Departments.
		Non-commissioned officers and men.
		Women.
		Children.
		Europeans.
		Natives.
		Public.
		Private.
		Chargers.
		Horses.
		Remarks.
Total		

NOTE.—Invalids and Troops in health to be separately shown.

**Examined.**

*District Staff Officer.*

Commanding Officer.

PART II.  
App. XX.

## Appendix XX.

*Inspection Report of the  
vessels.*

STATION \_\_\_\_\_

DATE \_\_\_\_\_

Numbers for whom  
provision and accom-  
modation are made—  
officers and soldiers.Medicines, medical  
comforts, disinfec-  
tants, and all con-  
nected with medical  
provision.Sanitary condition of  
troops, families, &c.

General observations.

Signature of the  
General or other  
Officer superin-  
tending the em-  
barkation.*On back of Embarkation Return.*

No. \_\_\_\_\_ OF 18 \_\_\_\_\_.

**FOR RIVER VESSELS.**

STATION \_\_\_\_\_

DATE \_\_\_\_\_

*Embarkation Return of the* \_\_\_\_\_

at \_\_\_\_\_

destined for \_\_\_\_\_

**Memorandum.***The within Embarkation Return for-  
warded with report that the troops pro-  
ceeded on this date.*

this \_\_\_\_\_ of \_\_\_\_\_ 18 \_\_\_\_\_.

To \_\_\_\_\_

The District Staff Officer.

CALCUTTA.

Signature of  
the inspecting  
medical officer.

Commanding at \_\_\_\_\_

## Appendix XXA.

PART II.

App. XXA.

INDIA ARMY FORM 129, (LATE BENGAL FORM 516.)

*Supplied gratis.*

## Appendix XXA.

O. H. M. S.

Government Passage Order under the provisions of sections III and IV of Army Regulations, India, Vol. X, Part II.

No. \_\_\_\_\_ of 18\_\_.

To

THE \_\_\_\_\_

Please to provide transport for the undermentioned :—

Rank	_____
Name	_____
Corps or dept.	_____
Servants, regulation number, viz.	_____
Baggage, regulated amount, viz.	_____
Chargers	_____
Authority	_____
Duty	_____

## CONVEYANCE.

## BY LAND.

By tonga	from _____	to _____
„ carriage dāk	from _____	to _____
„ mail cart	from _____	to _____
„ palkee	from _____	to _____
„ steamer	from _____	to _____
No. of banghy bearers	from _____	to _____

## BY WATER.

By what vessel	} from _____ to _____
Class of accommodation	
Whether with or without diet.	}

OFFICE,

_____	}
_____	
_____ 18 .	}

Quartermaster-general.

Or \_\_\_\_\_

Certified that transport as above has been provided.

(Signature of officer travelling or superintending despatch.)

*Note I.*—The bills for such passage, vouched by a certified copy of the order and by the receipt of the person for the passage supplied, and, in the case of vessels, a certificate that he was messaged on board from and to such a date, being the only other voucher required, will be payable on demand by the paymaster of the circle, who will include all charges on such account in his monthly disbursements.

*II.*—When ordered to proceed by horse dāk, a field officer is allowed a carriage for himself and servant, and a captain, subaltern or warrant officer one inside and one outside seat.

Claims for payment on this passage order, if not made within three months, will not be passed.

## PART II.

## App. XXI.

## Appendix XXI.

Extract from \_\_\_\_\_ orders by \_\_\_\_\_  
commanding \_\_\_\_\_. No. \_\_\_\_\_, dated \_\_\_\_\_ 18 .

Rank,  
name, and  
corps. }

is ordered to proceed by \_\_\_\_\_ on Her Majesty's Service  
from \_\_\_\_\_ to \_\_\_\_\_  
under the operation of G. G. O. Nos. 773 and 774, dated 22nd September 1864, and  
No. 332, dated 30th March 1865, and G. O. No. 239, dated 24th October 1866,  
on the following duty.

(True Extract.)

(Signed) \_\_\_\_\_

Quartermaster-general.

Or \_\_\_\_\_

*Note.*—Officers granting passage orders are personally liable to retrenchment on audit,  
should such not be authorized by the Regulations.

## Appendix XXI.

## Table of routes by railway.

(Madras time is kept on all railways.)

It is 33 minutes slower than Calcutta time.

7	"	"	Allahabad "
4	"	"	Lucknow "
24	"	faster than	Lahore "
27	"	"	Bombay "

## BENGAL PRESIDENCY.

## ROUTE No. I.—From Calcutta.

To	Breaking journey at	No. of hours run.	No. of miles.	REMARKS.
Allahabad	Muddapore .	9½	184	Distance from Calcutta to Howrah railway station about 1 mile.
	Dinapore .	8	161	At Kanoo, 74 miles from Howrah, loop line <i>via</i> Sahibgunge branches off.
	Allahabad .	11	220	From Muddapore branch line to Giridi, distance 17 miles.
			565	At Luckeeserai, 80 miles from Muddapore, loop line rejoins. Branch for Mogalserai joins the Oudh and Rohilkhand railway at Benares, distant 6 miles.

## Appendix XXI.

## PART II.

## App. XXI.

BENGAL PRESIDENCY—*continued.*ROUTE No. I.—*From Calcutta—continued.*

To	Breaking journey at	No. of hours run.	No. of miles.	REMARKS.
Jubbulpore	Muddapore . .	9½	184	To Allahabad as above. From Allahabad <i>via</i> Jubbulpore extension, East Indian railway, to Jubbulpore.
	Dinapore . .	8	161	
	Allahabad . .	11	220	
	Jubbulpore . .	11½	229	
Deolali for Bombay.	Muddapore . .	9½	184	At Jubbulpore as above. From Jubbulpore <i>via</i> Great Indian Peninsula railway.
	Dinapore . .	8	161	
	Allahabad . .	11	220	
	Jubbulpore . .	11½	229	
	Sohagpore . .	6	122	At Sohagpore rest-camp for British troops only. Small parties do not stop.
	Khandwa . .	7	141	At Manmad, 191 miles from Khandwa, Dhond and Manmad railway branches off.
	Deolali . .	12	240	At Khandwa, branch line to Mhow and Neemuch.
			1,297	
Stations north of Allahabad, see route No. II.				

ROUTE No. II.—*From Allahabad.*

Agra	Cawnpore . .	6	120	<i>Via</i> East Indian railway. At Futtehpore, 72½ miles from Allahabad, road branches off to Banda, distant 48 miles.
		8	157	At Cawnpore, branch line of Oudh and Rohilkhund railway joins from Lucknow.
	Agra . .		277	At Toondla, 144 miles from Cawnpore, Agra line branches off.
				To Toondla as above.
Attock	Cawnpore . .	6	120	At Alligarh, 48½ miles from Toondla, branch of Oudh and Rohilkhund railway joins from Chandausi.
	Toondla . .	7½	144	At Ghazeeabad, 115 miles from Toondla, junction of East Indian railway and North-Western railway.
	Meerut . .	7½	145	From Ghazeeabad <i>via</i> North-Western railway at Saharunpore, 68 miles from Meerut, roads branch to Roorkee 26 miles, to Chakrata 79½, to Dehra 42, and Landour 57 miles.
	Umballa . .	6	118	
	Meean Meer . .	9½	184	
	Jhelum . .	5	100	
	Attock . .	7	134	
			945	

## PART II.

## App. XXI.

## Appendix XXI.

## BENGAL PRESIDENCY—continued.

## ROUTE No. II.—From Allahabad—continued.

To	Breaking journey at	No. of hours run.	No. of miles.	REMARKS.
				At Umballa roads branch to Kusowlie 46, Dugshai, 56, Subathu 62, Jutogh 73, Simla 96 miles. At Loodhiana, 71 miles from Umballa, road branches off to Ferozepore, 76½ miles. Amritsar 155 miles from Umballa. At Jullundur road branches to Dhurmsala, 110 miles. From Meean Meer <i>via</i> North-Western railway to Attock. At Wazirabad, 62 miles from Meean Meer, road to Sialkot 23 miles; at Rawalpindi 174 miles from Meean Meer, road to Murree 38 miles; at Attock road to Nowshera 19 miles, Peshawar 45 miles.
Bareilly .	Cawnpore .	6	120	To Cawnpore <i>via</i> East Indian railway, from Cawnpore <i>via</i> Oudh and Rohilkhund railway.
	Bareilly .	8½	192	To Lucknow 46 miles, junction with main line Oudh and Rohilkhund railway.
			312	To Shahjehanpore 102 miles from Lucknow.
Calcutta .	Dinapore .	11	220	Bareilly 146 miles, road branches off to Naini Tal, 85 miles.
	Muddapore .	8	161	
	Howrah (Calcutta)	9½	184	See route No. I.
			565	
Deolali for Bombay .	Jubbulpore .	11½	229	
	Sohagpore .	6	122	
	Khandwa .	7	141	See route No. I.
	Deolali .	12	247	
			732	
Delhi .	Cawnpore .	6	120	To Toondla as above.
	Toondla .	7½	144	At Ghazeeabad, 115 miles from Toondla junction of East Indian railway and North-Western railway.
	Delh .	6½	127	From Ghazeeabad to Delhi 12 miles.
			391	
Lucknow	No halts .	8	162	See Bareilly.

## Appendix XXI.

## BENGAL PRESIDENCY—continued.

## ROUTE No. II.—Allahabad—concluded,

To	Breaking journey at	No. of hours run.	No. of miles.	REMARKS.
Mooltan	Cawnpore . .	6	120	To Meean Meer; see Attock above. From Meean Meer to Mooltan <i>via</i> North-Western railway.
	Toondla . .	7½	144	
	Meerut . .	7½	145	
	Umballa . .	6	118	
	Meean Meer . .	9½	184	
	Mooltan . .	10½	211	
			922	
Muttra . .	Cawnpore . .	6	120	To Toondla as above, from Toondla <i>via</i> Muttra and Hathras light railway.
	Toondla . .	7½	144	
	Muttra . .	5	60	Hathras junction, 30 miles from Toondla.
			324	
Amritsar, Jhelum, Jullundur, Meean Meer, Meerut, Rawalpindi and Umballa. }			...	See above, Allahabad to Attock.

## ROUTE No. III.—From Agra.(a)

Allahabad	Cawnpore . .	8	157	Agra branch joins main line East Indian railway at Toondla, 16 miles from Agra. At Cawnpore, junction of branch line, Oudh and Rohilkhund railway.
	Allahabad . .	6	120	
			277	

(a) All officers proceeding to or from Bombay on duty at the public expense from or to all stations north of Cawnpore, except those in the Oudh and Rohilkhund districts, must travel *via* the Rajputana-Malwa railway and Ahmedabad and *vice versa*.

2. The Government of India also sanction the direct route to Bombay *via* Ahmedabad being used by individuals and small parties in cases when proper arrangements can be made for their food, &c., during the journey without involving additional expense to the state.

3. The words *via* Ahmedabad should be entered by despatching officers on all warrants issued by this route, which should be invariably adopted, unless special reasons exist for despatch by the longer route *via* Khandwa or Allahabad, in which cases the route ordered should be specified in the warrant.

4. All troops, except invalids, requiring to be detained at Deolali, if proceeding from or to stations north of Cawnpore, stations in the Oudh and Rohilkhund districts excepted shall travel *via* the Rajputana-Malwa railway and Khandwa.

5. All invalids and insanes must travel *via* Allahabad and the Great Indian Peninsula railway.



## PART II.

## App. XXI.

## Appendix XXI.

## BENGAL PRESIDENCY—continued.

## ROUTE No. III.—From Agra—concluded. (a)

To	Breaking journey at	No. of hours run.	No. of miles.	REMARKS.
Attock . . .	Meerut . . .	8	161	To Toondla as above. From Toondla to Attock, see route No. II, "Allahabad to Attock."
	Umballa . . .	6	188	
	Meean Meer . . .	9½	184	
	Jhelum . . .	5	100	
	Attock . . .	7	134	
			697	
Mooltan . . .	Meerut . . .	8	161	See route No. II, "Allahabad to Mooltan."
	Umballa . . .	6	118	
	Meean Meer . . .	9½	184	
	Mooltan . . .	10½	211	
			674	
Lucknow . . .	No halts . . .	10½	203	Via Cawnpore junction and Oudh and Rohilkhund railway.

## ROUTE No. IV.—From Attock.

Agra . . .	Jhelum . . .	7	184	Via North-Western railway to Meean Meer.
	Meean Meer . . .	5	100	Via North-Western railway to Ghazeeabad.
	Umballa . . .	9½	184	From Ghazeeabad to Agra, via East Indian railway branch line from Toondla junction, 16 miles, to Agra.
	Meerut . . .	6	118	
	Agra . . .	8	161	
			697	

(a) "All officers proceeding to or from Bombay on duty at the public expense from or to all stations north of Cawnpore, except those in the Oudh and Rohilkhund districts, must travel via the Rajputana-Malwa railway and Ahmedabad and vice versa.

2. The Government of India also sanction the direct route to Bombay via Ahmedabad being used by individuals and small parties in cases when proper arrangements can be made for their food, &c., during the journey without involving additional expense to the state.

3. The words *via Ahmedabad* should be entered by despatching officers on all warrants issued by this route, which should be invariably adopted, unless special reasons exist for despatch by the longer route via Khandwa or Allahabad, in which cases the route ordered should be specified in the warrant.

4. All troops, except invalids, requiring to be detained at Deolali, if proceeding from or to stations north of Cawnpore, stations in the Oudh and Rohilkhund districts excepted, shall travel via the Rajputana Malwa railway and Khandwa.

5. All invalids and insanes must travel via Allahabad and the Great Indian Peninsula railway.

## Appendix XXI.

PART II.

App. XXI.

BENGAL PRESIDENCY—*continued*.ROUTE No. IV.—*From Attock*—concluded.

To	Breaking journey at	No. of hours run.	No. of miles.	REMARKS.
Allahabad	Jhelum . .	7	134	To Toondla as above. Toondla to Allahabad <i>vid</i> East Indian railway. See route No. II.
	Meean Meer . .	5	100	
	Umballa . .	9½	184	
	Meerut . .	6	118	
	Toondla . .	7½	145	
	Cawnpore . .	7½	144	
	Allahabad . .	6	120	
			945	
Mooltan	Jhelum . .	7	134	To Meean Meer <i>vid</i> North-Western railway. From Meean Meer to Mooltan <i>vid</i> North-Western railway.
	Meean Meer . .	5	100	
	Mooltan . .	10½	211	
			445	

ROUTE No. V.—*From Deolali*.

Allahabad	Khandwa . .	12	240	<i>Via</i> Great Indian Peninsula railway to Jubbulpore. From Jubbulpore to Allahabad <i>vid</i> East Indian railway. <i>Vide</i> route No. I.
	Sohagpore . .	7	141	
	Jubbulpore . .	6	122	
	Allahabad . .	11½	229	
			732	
Stations beyond Allahabad, see route No. II . .	"From Allahabad."	"	"	

ROUTE No. VI.—*From Delhi*.

Agra . .	No halts . .	7	141	<i>Via</i> Ghazeeabad and Toondla junctions. <i>Via</i> East Indian Railway, Ghazeeabad junction.
Allahabad	Toondla . .	6½	127	
	Cawnpore . .	7½	144	See route No. II.
	Allahabad . .	6	120	
			391	

## PART II.

## App. XXI.

## Appendix XXI.

## BENGAL PRESIDENCY—continued.

## ROUTE No. VI.—From Delhi—concluded.

To	Breaking journey at	No. of hours run.	No. of miles.	REMARKS.
Attock . . .	Umballa . . .	8 $\frac{1}{2}$	161	To Umballa <i>via</i> Ghazeeabad junction. See route No. II.
	Meean Meer . . .	9 $\frac{1}{4}$	184	
	Jhelum . . .	5	100	
	Attock . . .	7	134	
			579	
Mooltan . . .	Umballa . . .	8	161	As above.
	Meean Meer . . .	9 $\frac{1}{4}$	184	
	Mooltan . . .	10 $\frac{1}{2}$	211	
			556	

## ROUTE No. VII.—From Lucknow.

Agra . . .	No halts . . .	10	203	<i>Via</i> Oudh and Rohilkhund railway to Cawnpore junction, <i>via</i> East Indian railway, Toondla junction, to Agra.
Allahabad . . .	No halts . . .	8	162	<i>Via</i> Cawnpore junction.
Bareilly . . .	No halts . . .	7 $\frac{1}{4}$	146	<i>Via</i> Oudh and Rohilkhund railway, passing Shahjehanpore 102 miles from Lucknow.
Meerut . . .	Toondla . . .	9 $\frac{1}{4}$	190	<i>Via</i> Cawnpore junction and Ghazeeabad junction. See route No. II.
	Meerut . . .	7 $\frac{1}{4}$	145	
			335	

## ROUTE No. VIII.—From Mooltan.

Agra . . .	Meean Meer . . .	10 $\frac{1}{2}$	211	<i>Via</i> North-Western railway to Ghazeeabad and East Indian railway and Toondla junction to Agra.
	Umballa . . .	9 $\frac{1}{4}$	184	
	Meerut . . .	6	118	
	Agra . . .	8	161	
			674	
Allahabad . . .	Meean Meer . . .	10 $\frac{1}{2}$	211	See route No. II, "Allahabad to Mooltan."
	Umballa . . .	9 $\frac{1}{4}$	184	
	Meerut . . .	6	118	
	Toondla . . .	7 $\frac{1}{4}$	145	
	Cawnpore . . .	7 $\frac{1}{4}$	144	
	Allahabad . . .	6	120	
			922	

## Appendix XXI.

## PART II.

## App. XXI.

## BENGAL PRESIDENCY—concluded.

## ROUTE No. VIII.—From Mooltan—concluded.

To	Breaking journey at	No. of hours run.	No. of miles.	REMARKS.
Attock . . .	Meean Meer . . .	10½	241	See route No. IV, "Attock to Mooltan."
	Jhelum . . .	5	100	
	Attock . . .	7	134	
			445	
Kurrachee . . .	Khanpur* . . .	12½	147	Via North-Western railway, crossing the river Indus at Sukkur, 184 miles from Khanpur at Ruk junction, 151 miles from Khanpur line branches to Sibi. At Kotri, steam ferry and road to Hyderabad, distant 8½ miles.
	Larkana* . . .	15½	184	
	Kotri* . . .	14½	177	
	Kurrachee . . .	5½	105	
			613	

## BOMBAY PRESIDENCY.

## ROUTE No. IX.—From Bombay.(a)

Jubbulpore . . .	Deolali . . .	7	113	At Kalian, 33 miles from Bombay branch line to Poona.
	Khandwa . . .	12	240	At Igutpuri, 85 miles from Bombay rest-camp for native troops.
	Sohagpore . . .	7	141	At Manmad, 49 miles from Deolali, branch line to that rest-camp.
	Jubbulpore . . .	6	122	At Bhosawal, 164 miles from Deolali branch line to Nagpur; at Chandni 210 miles road to Asseer-gurh 6½ miles; at Khandwa branch line to Mhow and Nee-much; at Piparia, 12 miles from Sohagpore, road to Pachmari 26
			616	

\* There are no stationary rest-camps at the places marked with an asterisk; tents are pitched as required.

(a) All officers proceeding to or from Bombay on duty at the public expense from or to all stations north of Cawnpore, except those in the Oudh and Rohilkund districts, must travel *via* the Rajputana-Malwa railway and *Ahmedabad* and *vice versa*.

2. The Government of India also sanction the direct route to Bombay *via Ahmedabad* being used by individuals and small parties in cases when proper arrangements can be made for their food, &c., during the journey without involving additional expense to the state.

3. The words *via Ahmedabad* should be entered by despatching officers on all warrants issued by this route, which should be invariably adopted, unless special reasons exist for despatch by the longer route *via* Khandwa or Allahabad, in which cases the route ordered should be specified in the warrant.

4. All troops, except invalids, requiring to be detained at Deolali, if proceeding from or to stations north of Cawnpore, stations in the Oudh and Rohilkund districts excepted, shall travel *via* the Rajputana-Malwa railway and Khandwa.

5. All invalids and insanes must travel *via* Allahabad and the Great Indian Peninsula railway.

## PART II.

## App. XXI.

## Appendix XXI.

## BOMBAY PRESIDENCY—continued.

## ROUTE No. IX.—From Bombay—concluded.

To	Breaking journey at	No. of hours run.	No of miles.	REMARKS.
Poona and Ahmednagar.	Poona . . .	9	119	miles; at Kareli, 61 miles road to Sangor 79 miles.
	Ahmednagar . . .	5	99	At Kalian, 83 miles from Bombay, line branches off to Poona.
			218	At Dhond, 48 miles from Poona, line branches to Ahmednagar.
Ahmedabad*	Bulsar* . . .	6½	124	At Miyagam, 105 miles from Bulsar, branch line to Dabhoi.
	Ahmedabad* . . .	9½	185	At Anand, 145 miles from Bulsar, branch line to Dadur.
			309	
Mhow and Neemuch.	Deolali . . .	7½	113	To Khandwa as above.
	Khandwa . . .	12	240	At Khandwa, line branches off to Mhow and Neemuch.
	Mhow . . .	7	73	
	Neemuch . . .	14	169	
			595	
Nusseerabad	Bulsar* . . .	6½	124	To Ahmedabad as above.
	Ahmedabad* . . .	9½	185	Ahmedabad junction of Rajputana State Railway.
	Abu Road* . . .	9½	115	Road to Mount Abu, 16 miles.*
	Sujat Road* . . .	9½	116	
	Nusscerabad . . .	7½	88	At Ajmere, 25 miles from Sujat road, line branches off to Nusseerabad.
			628	
Pahlunpore, for Deesa.	Bulsar* . . .	6½	124	To Ahmedabad as above.
	Ahmedabad* . . .	9½	185	Road to Deesa, 94 miles.
	Pahlunpore . . .	7	83	

\* There are no stationary rest-camps at the places marked with an asterisk; tents are pitched as required.

## Appendix XXI.

PART II.

App. XXI.

BOMBAY PRESIDENCY—continued.

Route No. X.—From Poona.

To	Breaking journey at	No. of hours run.	No. of miles.	REMARKS.
Ahmedabad*	Bombay . . .	9	119	Join main line at Kalian junction, 85 miles from Poona.
	Bulsar* . . .	6½	124	See route No. IX, "Bombay to Ahmedabad."
	Ahmedabad* . .	9¼	185	
			428	
Nusseerabad . .	Bombay . . .	9	119	As above. See route No. IX, "Bombay to Nusseerabad."
	Bulsar* . . .	6½	124	
	Ahmedabad* . .	9¼	185	
	Abu Road* . . .	9½	115	
	Sujat Road* . .	9½	116	
	Nusseerabad . .	7½	88	
			747	
Mhow and Neemuch . .	Manmad*† . . .	14½	193	At Dhond, 48 miles from Poona, line branches off to Manmad.
	Khandwa . . .	9½	191	From Manmad to Neemuch; see route No. IX, "Bombay to Mhow and Neemuch."
	Mhow . . .	7½	73	
	Nemuch . . .	14	169	
			626	
Secunderabad . .	Wadi . . .	12½	251	From Wadi <i>via</i> Nizam's state railway to Secunderabad.
	Secunderabad . .	10½	127	
			378	
Bellary . . .	Wadi . . .	12½	251	At Raichur, 74 miles from Shahabad, the Great Indian Peninsula railway joins the Madras railway, at Goondacul, 151 miles from Shahabad, branch line to Bellary.
	Bellary . . .	9¼	183	At Arcanum, 215 miles from Gooty south-west line branches off.
			434	
Madras . . .	Wadi . . .	12½	251	
	Gooty . . .	8¼	166	
	Madras . . .	13	257	
			674	

\* There are no stationary rest-camps at places marked with an asterisk; tents are pitched as required.

Note I.—Small bodies of British troops moving by ordinary trains from stations south of Dhond to those north of Manmad, and *vice versa*, both during the trooping and non-trooping season, proceed *via* Poona and Kalyan instead of by the chord line *via* Dhond and Manmad, the rest-camps at these stations having been closed. Officers and warrant officers travelling singly (*i. e.*, without troops), also details of native troops, should be sent by the chord lines *via* Dhond and Manmad both during the trooping and non-trooping season. When details of British troops (such as convalescents) move by troop trains, they should be sent *via* Poona and Kalyan; but regiments, whether British or native, moving by troop trains should be sent at all times by the chord line, temporary rest-camps being sent out to Dhond and Manmad for the time the necessity exists.

II.—Vingorla commissariat agency having been removed, all details to and from Belgaum, will be moved by rail *via* Dharwar until further orders.

## PART II.

## App. XXI.

## Appendix XXI.

BOMBAY PRESIDENCY—*continued*.ROUTE No. X.—*From Poona—concluded*.

To	Breaking journey at	No. of hours run.	No. of miles.	REMARKS.
Bangalore	Wadi . . .	12½	251	To Arconum as above. From Arconum <i>via</i> south-west line at Jollarpet, 90 miles from Arconum, line branches off to Bangalore.
	Gooty . . .	8½	166	
	Arconum . . .	11	215	
	Bangalore . . .	8½	174	
			806	
Jubbulpore	Manmad* . . .	14½	193	To Khandwa, see "Mhow and Neemuch." From Khandwa to Jubbulpore, see route No. IX.
	Khandwa . . .	9½	191	
	Sohagpore . . .	7	141	
	Jubbulpore . . .	6	122	
			647	

ROUTE No. XI.—*From Ahmedabad.\**

Mhow and Neemuch.	Bulsar* . . .	9½	185	See route No. IX, "from Bombay to Ahmedabad," and "from Bombay to Mhow and Neemuch."
	Bombay . . .	6½	124	
	Deolali . . .	7½	113	
	Khandwa . . .	12	240	
	Mhow . . .	7	73	
	Neemuch . . .	14	169	
			904	
Nusseerabad	Abu Road* . . .	9½	115	Ditto. From Bombay to Nusseerabad.
	Sujat Road* . . .	9½	116	
	Nusseerabad* . . .	7½	88	
			319	
Ahmednagar	Bulsar* . . .	9½	185	Ditto. From Bombay to Ahmedabad and from Bombay to Ahmednagar.
	Bombay . . .	6½	124	
	Poona . . .	9	119	
	Ahmednagar . . .	5	96	
			527	

ROUTE No. XII.—*From Mhow.*

Ahmednagar	Khandwa . . .	7	73	To Khandwa by the Holkar-Sindia-Neemuch state railway. From Khandwa to Manmad by the Great Indian Peninsula railway. Manmad to Ahmednagar by Dhond and Manmad state railway.
	Manmad* . . .	9½	191	
	Ahmednagar . . .	8	94	
			358	

\* There are no stationary rest-camps at places marked with an asterisk; tents are pitched as required.

## Appendix XXI.

## PART II.

## App. XXI.

## BOMBAY PRESIDENCY—continued.

## ROUTE No. XIII.—From Kurrachee.

To	Breaking journey at	No. of hours run.	No. of miles.	REMARKS.
Sibi	Kotri*	5½	105	<i>Via</i> the North-Western railway. Branch off to Sibi from Ruk junction, 33 miles from Larkana, <i>via</i> North-Western railway.
	Larkana*	14½	177	
	Sibi	13½	166	
			448	
Mooltan	Kotri*	5½	105	Road to Hyderabad, distance 3¼ miles. Junction of North-Western railway at Ruk, 33 miles from Larkana.
	Larkana*	14½	177	
	Khanpur	15½	184	
	Mooltan	12¼	147	
			613	

## ROUTE No. XIV.—From Bombay.

Nagpore and Kamptee	Deolali	7½	113	See route No. IX, "from Bombay to Jubbulpore."
	Akola	12½	249	<i>Via</i> Nagpore branch from Bhosawal, 164 miles from Deolali.
	Nagpore	8	115	From Nagpore, <i>via</i> Nagpore and Chattisgarh state railway, or by march to Kamptee, distance 10 miles.
			520	
Secunderabad	Poona	9	119	See route No. IX, "Bombay to Poona"
	Wadi	12½	251	From Shahabad <i>via</i> Nizam's state railway, branching off at Wadi junction, 6 miles from Shahabad.
	Secunderabad	6½	127	
			497	
Bellary	Poona	9	119	To Wadi as above.
	Wadi	12½	251	Great Indian Peninsula and Madras railways join at Raichur, 74 miles from Shahabad.
	Bellary	9	183	Branch line to Bellary from Goondacul, 151 miles from Shahabad.
			553	
Madras	Poona	9	119	To Raichur, thence <i>via</i> Madras Railway, North-western line at Arconum, 215 miles from Gooty, south-west line branches off.
	Wadi	12½	251	
	Gooty	8	166	
	Madras	13	257	
			793	

\* There are no stationary rest-camps at places marked with an asterisk; tents are pitched as required.



## PART II.

## App. XXI.

## Appendix XXI.

## BOMBAY PRESIDENCY—concluded.

## ROUTE No. XIV.—From Bombay—concluded.

To	Breaking journey at	No. of hours run.	No. of miles.	REMARKS.
Bangalore	Poona . . .	9	119	To Arconum as above, thence <i>via</i> south-west line to Jollarpet, 90 miles from Arconum, thence <i>via</i> Bangalore branch to Bangalore.
	Wadi . . .	12½	251	
	Gooty . . .	8	166	
	Arconum . . .	11	215	
	Bangalore . . .	8½	174	
			925	
Trichinopoly	Poona . . .	9	119	To Arconum as above, thence <i>via</i> south-west line to Erode, from Erode <i>via</i> South Indian railway to Trichinopoly.
	Wadi . . .	12½	251	
	Gooty . . .	8	166	
	Arconum . . .	11	215	
	Erode . . .	10	200	
	Trichinopoly . . .	7	87	
			1,038	
Cannanore	Poona . . .	9	119	To Erode as above, thence <i>via</i> south-west line to Beypore. From Beypore by sea or marches to Cannanore.
	Wadi . . .	12½	251	
	Gooty . . .	8	166	
	Arconum . . .	11	215	
	Erode . . .	10	200	
	Beypore . . .	8	163	
			1,114	

## MADRAS PRESIDENCY.

## ROUTE No. XV.—From Kamptee.

Bombay . . .	Akola . . .	8½	167	To Deolali <i>via</i> Bhosawal junction, 86 miles from Akola.
	Deolali . . .	12½	249	
	Bombay . . .	5½	113	
			529	
Secunderabad . . .	Akola . . .	8½	167	To Manmad as above. <i>Via</i> Dhond and Manmad state railway to Dhond. <i>Via</i> Great Indian Peninsula railway to Wadi.
	Manmad* . . .	10	200	
	Dhond* . . .	7	145	
	Wadi . . .	10½	209	From Wadi <i>via</i> Nizam's state railway.
	Secunderabad . . .	10	121	
			842	

## Appendix XXI.

## PART II.

## App. XXI.

## MADRAS PRESIDENCY—continued.

## ROUTE No. XV.—From Kamptee—continued.

To	Breaking journey at	No. of hours run.	No. of miles.	REMARKS.
Bellary	Akola . . .	8½	167	To Wadi as above. Great Indian Peninsula and Madras railways join at Raichur, 67 miles from Wadi.
	Manmad* . . .	10	200	
	Dhond* . . .	7	145	
	Wadi . . .	10½	209	
	Bellary . . .	8½	177	Bellary line branches off at Goondacul, 32 miles from Bellary.
			898	
Madras	Akola . . .	8½	167	To Wadi as above. South-west line branches off at Arconum, 42 miles from Madras.
	Manmad* . . .	10	200	
	Dhond* . . .	7	145	
	Wadi . . .	10½	209	
	Gooty . . .	8	160	
	Madras . . .	13	257	
			1,138	
Bangalore	Akola . . .	8½	167	To Arconum as above. From Arconum <i>via</i> south-west line to Jollarpur, 90 miles; thence <i>via</i> Bangalore branch line to Bangalore.
	Manmad* . . .	10	200	
	Dhond* . . .	7	145	
	Wadi . . .	10½	209	
	Gooty . . .	8	160	
	Arconum . . .	11	215	
	Bangalore . . .	8½	174	
			1,270	
Trichinopoly	Akola . . .	8½	167	To Arconum as above.
	Manmad* . . .	10	200	
	Dhond* . . .	7	145	
	Wadi . . .	10½	209	
	Gooty . . .	8	160	Thence <i>via</i> south-west line to Arconum.
	Arconum . . .	11	215	
	Cuddalore . . .	11	132	Thence <i>via</i> South Indian railway, <i>via</i> Chingleput and Trichinopoly.
	Trichinopoly . . .	10	121	
			1,349	

\* There are no stationary rest-camps at places marked with an asterisk; tents are pitched as required.

## PART II.

## App. XXI.

## Appendix XXI.

MADRAS PRESIDENCY—*continued.*ROUTE No. XV.—*From Kamptee*—*continued.*

To	Breaking journey at	No. of hours run.	No. of miles.	REMARKS.
Cannanore	Akola . . .	8½	167	To Erode as above; thence <i>via</i> south-west line to Beypore; thence by sea or marches to Cannanore.
	Manmad* . . .	7	200	
	Dhond* . . .	7	145	
	Wadi . . .	10½	209	
	Gooty . . .	8	160	
	Arconum . . .	11	215	
	Erode . . .	10	200	
	Beypore . . .	8	163	
			1,459	

*Note.*—Small bodies of British troops moving by ordinary trains from stations south of Dhond to those north of Manmad, and *vice versa*, both during the trooping and non-trooping season, proceed *via* Poona and Kalyan instead of by the chord line *via* Dhond and Manmad, the rest-camps at these stations having been closed. Officers and warrant officers travelling singly (*i.e.*, without troops), also details of native troops, should be sent by the chord lines *via* Dhond and Manmad both during the trooping and non-trooping season. When details of British troops (such as convalescents) move by troop trains, they should be sent *via* Poona and Kalyan; but regiments (whether British or native) moving by troop trains should be sent at all times by the chord line, temporary rest-camps being sent out to Dhond and Manmad for the time the necessity exists.

ROUTE No. XVI.—*From Secunderabad.*

Kamptee . . .	{	Wadi . . .	10	121	<i>Via</i> Nizam's state railway to Wadi.
		Dhond* . . .	10½	209	From Wadi to Dhond <i>via</i> Great Indian Peninsula railway.
		Manmad* . . .	7	145	From Dhond <i>via</i> Dhond and Manmad state railway.
		Akola . . .	10	200	From Manmad <i>via</i> Great Indian Peninsula railway, branching off at Bhosawal junction for Nagpore; and from Nagpore by the Nagpore and Chhatisgarh state railway to Kamptee.
		Kamptee . . .	8½	167	
				842	
Bombay . . .	{	Wadi . . .	10	121	To Wadi as above.
		Poona . . .	12½	257	From Wadi <i>via</i> Great Indian peninsula railway to Bombay.
		Bombay . . .	9	119	
				497	
Bellary . . .	{	Wadi . . .	10	121	To Wadi as above.
		Bellary . . .	8½	177	Great Indian Peninsula and Madras railways join at Raichur, 67 miles from Wadi. Branch line to Bellary from Goondacul, 144 miles from Wadi.
				298	

\* There are no stationary rest-camps at the places marked with an asterisk; tents are pitched as required.

## Appendix XXI.

## PART II.

## App. XXI.

## MADRAS PRESIDENCY—continued.

## ROUTE No. XVI.—From Secunderabad—concluded.

To	Breaking journey at	No. of hours run.	No. of miles.	REMARKS.
Madras . . .	Wadi . . .	10	121	To Wadi as above. From Wadi, see route No. XV, "Kamptee to Madras."
	Gooty . . .	8	160	
	Madras . . .	13	257	
			538	
Bangalore . . .	Wadi . . .	10	121	To Wadi as above. See route No. XV, "Kamptee to Bangalore."
	Gooty . . .	8	160	
	Arconum . . .	11	315	
	Bangalore . . .	8½	174	
			770	
Trichinopoly . . .	Wadi . . .	10	121	To Wadi as above. See route No. XV, "Kamptee to Trichinopoly."
	Gooty . . .	8	160	
	Arconum . . .	11	215	
	Cuddalore . . .	11	132	
	Trichinopoly . . .	10	121	
			749	
Cannanore . . .	Wadi . . .	10	121	To Wadi as above. See route No. XV, "Kamptee to Cannanore."
	Gooty . . .	8	160	
	Arconum . . .	11	215	
	Erode . . .	10	200	
	Beypore . . .	8	163	
			859	

*Note.*—Small bodies of British troops moving by ordinary trains from stations south of Dhond to those north of Manmad, and *vice versa* both during the trooping and non-trooping season, proceed *via* Poona and Kalyan instead of by the chord line *via* Dhond and Manmad, the rest-camps at these stations having been closed. Officers and warrant officers travelling singly (*i.e.* without troops), also details of native troops, should be sent by the chord line *via* Dhond and Manmad, both during the trooping and non-trooping season. When details of British troops (such as convalescents) move by troop trains, they should be sent *via* Poona and Kalyan; but regiments (whether British or native) moving by *troop trains* should be sent at all times by the chord line, temporary rest-camps being sent out to Dhond and Manmad for the time the necessity exists.

## ROUTE No. XVII.—From Bellary.

Kamptee . . .	Wadi . . .	8½	177	Bellary branch joins main line at Goondacul junction, 32 miles from Bellary. From Wadi to Kamptee, see route No. XVI, "Secunderabad to Kamptee."
	Dhond* . . .	10½	209	
	Manmad* . . .	7	145	
	Akola . . .	10	200	
	Kamptee . . .	8½	167	
			898	

\* There are no stationary rest-camps at the places marked with an asterisk; tents are pitched as required.

## PART II.

## App. XXI.

## Appendix XXI.

## MADRAS PRESIDENCY—continued.

## ROUTE No. XVII.—From Bellary—concluded.

To	Breaking journey at	No. of hours run.	No. of miles.	REMARKS.
Bombay .	Wadi . .	8½	177	To Wadi as above. From Wadi, see route No. XIV, “Bombay to Bellary.”
	Poona . .	12¼	257	
	Bombay . .	9	119	
			553	
Secunderabad .	Wadi . .	8½	177	To Wadi as above. From Wadi <i>via</i> Nizam's state railway.
	Secunderabad .	10	121	
			298	
Madras . .	No halts . .	15¼	305	<i>Via</i> Madras railway.
Bangalore .	Arconum . .	13	263	From Arconum <i>via</i> south-west line, Madras railway, to Jollarpet; thence <i>via</i> Bangalore Branch to Bangalore.
	Bangalore . .	8½	174	
			437	
Trichinopoly .	Arconum . .	13	263	<i>Via</i> south-west line, Madras railway, to Arconum. Thence by South Indian railway <i>via</i> Chingleput to Trichinopoly.
	Cuddalore . .	11	132	
	Trichinopoly .	10	121	
			516	
Cannanore .	Arconum . .	13	263	<i>Via</i> south-west line, Madras railway, to Beypore, thence by sea or marches to Cannanore.
	Erode . .	10	200	
	Beypore . .	8	163	
			626	

*Note.*—Small bodies of British troops moving by ordinary trains from stations south of Dhond to those north of Manmad, and *vice versa*, both during the trooping and non-trooping season, proceed *via* Poona and Kalyan instead of by the chord line *via* Dhond and Manmad, the rest-camps at these stations having been closed. Officers and warrant officers travelling singly (*i.e.*, without troops), also details of native troops, should be sent by the chord line *via* Dhond and Manmad both during the trooping and non-trooping season. When details of British troops (such as convalescents) move by troop trains, they should be sent *via* Poona and Kalyan; but regiments (whether British or native) moving by troop trains should be sent at all times by the chord line, temporary rest-camps being sent out to Dhond and Manmad for the time the necessity exists.

## ROUTE No. XVIII.—From Madras.

Kamptee .	Gooty . .	13	257	<i>Via</i> Madras Railway, north-west line, to Raichur; thence <i>via</i> Great Indian Peninsula Railway to Wadi.
	Wadi . .	8	160	
	Dhond* . .	10½	209	
	Maumad* . .	7	145	From Wadi, see route No. XVI, “Secunderabad to Kamptee.”
	Akola . .	10	200	
	Kamptee . .	8½	167	
			1,138	

\* There are no stationary rest-camps at the places marked with an asterisk; tents are pitched as required.

## Appendix XXI.

## PART II.

## App. XXI.

## MADRAS PRESIDENCY—continued.

## ROUTE No. XVIII.—From Madras—concluded.

To	Breaking journey at	No. of hours run.	No. of miles.	REMARKS.
Bombay .	Gooty . . .	13	257	To Wadi as above. From Wadi, see route No. XIV, "Bombay to Madras."
	Wadi . . .	8	160	
	Poona . . .	12½	257	
	Bombay . . .	9	119	
			793	
Secunderabad .	Gooty . . .	13	257	To Wadi as above. From Wadi <i>vid</i> Nizam's state railway.
	Wadi . . .	8	160	
	Secunderabad . . .	10	121	
			538	
Bellary . . .	No halts . . .	15½	305	<i>Vid</i> Goondacul junction, Bellary Branch line.
Bangalore . . .	No halts . . .	11	216½	<i>Vid</i> south-west line, Jollarpet junction, Bangalore Branch.
Trichinopoly .	Cuddalore . . .	10½	127	By South Indian railway <i>vid</i> Chingleput and Tanjore.
	Trichinopoly . . .	10	121	
			248	
Cannanore .	Erode . . .	12½	243	<i>Vid</i> south-west line, Madras rail- way, to Bey pore; thence by sea or marches to Cannanore.
	Bey pore . . .	8	163	
			406	

*Note.*—Small bodies of British troops moving by ordinary trains from stations south of Dhond to those north of Manmad, and *vice versa*, both during the trooping and non-trooping season, proceed *vid* Poona and Kalyan, instead of by the chord line *vid* Dhond and Manmad, the rest-camps at these stations having been closed. Officers and warrant officers travelling singly (*i. e.* without troops), also details of native troops, should be sent by the chord line *vid* Dhond and Manmad, both during the trooping and non-trooping season. When details of British troops (such as convalescents) move by troop trains, they should be sent *vid* Poona and Kalyan; but regiments (whether British or native) moving by troop trains should be sent at all times by the chord line, temporary rest-camps being sent out to Dhond and Manmad for the time the necessity exists.

## ROUTE No. XIX.—From Bangalore.

Kamptee .	Arconum . . .	8½	174	<i>Vid</i> Jollarpet junction to Arco- num, thence see route No. XVIII, "Madras to Kamptee."
	Gooty . . .	11	215	
	Wadi . . .	8	160	
	Dhond* . . .	10½	209	
	Manmad* . . .	8½	145	
	Akola . . .	10	200	
	Kamptee . . .	8½	167	
			1,270	

\* There are no stationary rest-camps at the places marked with an asterisk; tents are pitched as required.

## PART II.

## App. XXI.

## Appendix XXI.

## MADRAS PRESIDENCY—continued.

## ROUTE No. XIX.—From Bangalore—concluded.

To	Breaking journey at	No. of hours run.	No. of miles.	REMARKS.
Bombay .	Arconum .	8½	174	As above to Arconum, see route No. XIV, "Bombay to Madras."
	Gooty .	11	215	
	Wadi .	8	160	
	Poona .	12½	257	
	Bombay .	9	119	
			925	
Secunderabad .	Arconum .	8½	174	As above to Arconum, see route No. XVIII, "Madras to Secunderabad."
	Gooty .	11	215	
	Wadi .	8	160	
	Secunderabad .	10	121	
			670	
Bellary .	Arconum .	8½	174	Via Jollarpet, Arconum, and Goondacul junctions.
	Bellary .	13	263	
			437	
Madras .	No halts .	11	216½	Via Jollarpet and Arconum junctions.
Trichinopoly .	Erode .	10	195	Via Jollarpet junction to Erode; thence via South Indian railway to Trichinopoly.
	Trichinopoly .	7	87	
			282	
Cannanore .	Erode .	10	195	Via South-West line, Madras railway, to Beypore; thence by sea or marches to Cannanore, or from Bangalore to Mysore via Mysore state railway, and thence by marches to Cannanore.
	Beypore .	8	163	
			358	

*Note.*—Small bodies of British troops moving by ordinary trains from stations south of Dhond to those north of Manmad, and vice versa, both during the trooping and non-trooping season, proceed via Poona and Kalyan instead of by the chord line via Dhond and Manmad, the rest-camps at these stations having been closed. Officers and warrant officers travelling singly (i. e. without troops), also details of native troops, should be sent by the chord line via Dhond and Manmad, both during the trooping and non-trooping season. When details of British troops (such as convalescents) move by troop trains, they should be sent via Poona and Kalyan; but regiments (whether British or native) moving by troop trains should be sent at all times by the chord line, temporary rest-camps being sent out to Dhond and Manmad for the time the necessity exists.

## Appendix XXI.

PART II.

App. XXI.

MADRAS PRESIDENCY—*continued.*ROUTE No. XX.—*From Trichinopoly.*

To	Breaking journey at	No. of hours run.	No. of miles.	REMARKS.
Kamptee .	Cuddalore .	10	121	By South Indian railway to Arconum, <i>via</i> Chingleput; thence <i>via</i> Madras railway to Gooty, see route No. XVIII.
	Arconum .	11	132	
	Gooty .	11	215	
	Wadi .	8	160	
	Dhond* .	10½	209	
	Manmad* .	7	145	
	Akola .	10	200	
	Kamptee .	8½	167	
			1,349	
Bombay .	Cuddalore .	10	121	As above to Arconum, see route No. XIV, "Bombay to Madras."
	Arconum .	11	132	
	Gooty .	11	215	
	Wadi .	8	160	
	Poona .	12½	257	
	Bombay .	9	119	
			1,004	
Secunderabad .	Cuddalore .	10	121	As above to Arconum, see route No. XVIII, "Madras to Secunderabad."
	Arconum .	11	132	
	Gooty .	11	215	
	Wadi .	8	160	
	Secunderabad .	10	121	
			749	
Bellary .	Cuddalore .	10	121	To Arconum as above. Thence <i>via</i> Goondacul junction to Bellary.
	Arconum .	11	132	
	Bellary .	13	263	
			516	
Madras .	Cuddalore .	10	121	By South Indian railway <i>via</i> Tanjore and Chingleput.
	Madras .	10½	127	
			248	
Bangalore .	Cuddalore .	10	121	To Cuddalore as above; thence <i>via</i> Jollarpet junction to Bangalore.
	Bangalore .	10	195	
			316	

*Note.*—When it is considered necessary to move by the South Indian railway large bodies of troops by troop trains from either Arconum or Madras to Trichinopoly, and *vice versa*, they will usually halt at Cuddalore, for which purpose a camp will be sent there from Madras on each occasion, and be withdrawn when the troops have passed. Application for camp to be made to the officer commanding eastern district.

\* There are no stationary rest-camps at the places marked with an asterisk; tents are pitched as required.



## PART II.

## App XXI.

## Appendix XXI.

## MADRAS PRESIDENCY—continued.

## ROUTE No. XX.—From Trichinopoly—concluded.

To	Breaking journey at	No. of hours run.	No. of miles.	REMARKS.
Cannanore	Cuddalore	10	121	To Cuddalore as above; thence by sea or marches to Cannanore.
	Bey pore	8	163	
			284	

*Note.*—Small bodies of British troops moving by ordinary trains from stations south of Dhond to those north of Manmad, and vice versa, both during the trooping and non-trooping season, proceed *viâ* Poona and Kalyan, instead of by the chord line *viâ* Dhond and Manmad, the rest-camps at these stations having been closed. Officers and warrant officers travelling singly (*i.e.* without troops), also details of native troops, should be sent by the chord line *viâ* Dhond and Manmad, both during the trooping and non-trooping season. When details of British troops (such as convalescents) move by troop trains, they should be sent *viâ* Poona and Kalyan, but regiments (whether British or native) moving by troop trains should be sent at all times by the chord line, temporary rest-camps being sent out to Dhond and Manmad for the time the necessity exists.

## ROUTE No. XXI.—From Cannanore.

Kamptee	Bey pore	...	...	By sea or marches to Bey pore, <i>viâ</i> south-west line, Madras railway, to Arconum. From Arconum, see route No. XVIII, "Madras to Kamptee."
	Erode	18	163	
	Arconum	10	200	
	Gooty	11	215	
	Wadi	8	160	
	Dhond*	10½	209	
	Manmad*	7	145	
	Akola	10	200	
	Kamptee	8½	167	
			1,459	
Bombay	Bey pore	...	...	To Arconum as above. From Arconum, see route No. XVIII, "Madras to Bombay."
	Erode	8	163	
	Arconum	10	200	
	Gooty	11	205	
	Wadi	8	160	
	Poona	12½	257	
	Bombay	9	119	
			1,104	
Secunderabad	Bey pore	...	...	To Arconum as above. From Arconum, see route No. XVIII, "Madras to Secunderabad."
	Erode	8	163	
	Arconum	10	200	
	Gooty	11	215	
	Wadi	8	160	
	Secunderabad	10	121	
			859	

\* There are no stationary rest-camps at the places marked with an asterisk; tents are pitched as required.

## Appendix XXI.

PART II.

App. XXI.

## MADRAS PRESIDENCY—concluded.

## ROUTE No. XXI.—From Cannanore—concluded.

To	Breaking journey at	No. of hours run.	No. of miles.	REMARKS.
Bellary . .	Bey pore . .	...	...	To Arconum as above; thence <i>via</i> Goondacul junction to Bellary.
	Erode . .	8	163	
	Arconum . .	10	200	
	Bellary . .	13	263	
			626	
Madras . .	Bey pore . .	...	...	<i>Via</i> South-West line, Madras railway.
	Erode . .	8	163	
	Madras . .	12½	243	
			406	
Bangalore . .	Bey pore . .	...	...	<i>Via</i> Jollarpet junction, south-west line, Madras railway.
	Erode . .	8	163	
	Bangalore . .	10	195	
			358	
Trichinopoly . .	Bey pore . .	...	...	<i>Via</i> South-West line, Madras railway, to Erode; thence <i>via</i> South Indian railway to Trichinopoly.
	Erode . .	8	163	
	Trichinopoly . .	7	87	
			250	

## ROUTE No. XXII.—From Rangoon.

Toung hoo . .	No halts . .	14	166	By Burma state railway (Sittang line).
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*Note.*—Small bodies of British troops moving by ordinary trains from stations south of Dhond to those north of Manmad, and *vice versa*, both during the trooping and non-trooping season, proceed *via* Poona and Kalyan, instead of by the chord line *via* Dhond and Manmad, the rest-camps at these stations having been closed. Officers and warrant officers travelling singly (*i. e.* without troops), also details of native troops, should be sent by the chord line *via* Dhond and Manmad both during the trooping and non-trooping season. When details of British troops (such as convalescents) move by troop trains, they should be sent *via* Poona and Kalyan; but regiments (whether British or native) moving by troop trains should be sent at all times by the chord line, temporary rest-camps being sent out to Dhond and Manmad for the time the necessity exists.

## PART II.

## App. XXII.

## Appendix XXII.

## Routes to Stations off the line of Railway.

## Appendix XXII.

*Routes for individual Soldiers and small parties proceeding to Stations off the line of Railway in the three Presidencies.*

## BENGAL PRESIDENCY.

1. *To Chakrata*—by rail to Saharunpore, by bullock train to Rajpore, thence by route march or pony dāk, and doolies for women and children, coolies being supplied for the baggage.(a)

Passages by horse dāk and dandy or pony are authorized for small parties of troops and individuals travelling to Chakrata *via* Rajpore and Landour, during the hot weather.

2. *To Dalhousie*—by rail to Pathankote, thence by dooly or pony dāk, mules and coolies for baggage.

3. *To Hazaribagh*—by rail to Giridi, thence by country cart.

4. *To Kalka*—and stations north of Kalka, by rail to Umballa, thence see instructions for despatching staff officer, Umballa, section 4 and Appendix XXXII.

5. *To Landour*—by rail to Saharunpore, thence by bullock train, or horse dāk, during the hot season.(a)

6. *To Mussoorie*—by rail to Saharunpore, by bullock train to Rajpore, thence by route march or pony dāk, and doolies for women and children, coolies being supplied for the baggage.(a)

7. *To Naini Tal and Ranikhet*—by rail to Katgodam at foot of the hills, thence by pony dāk for soldiers and doolies for women and children, coolies being supplied for baggage.

8. *To Nowgong*—from 21st October to 14th March by rail to Fattehpore, thence by bullock train or camel shigram to Banda and onwards by country cart.

From 15th March to 20th October, the journey between Banda and Nowgong is performed by horse dāk, and between Banda and Fattehpore by camel dāk. *Note.—The Sutna route is abandoned.*

9. *To Pachmarhi*—by rail to Piparia, thence under arrangements to be made with the staff officer at Jubbulpore.

10. *To Assam*.—Officers and troops proceeding to Assam (other than Cachar) should proceed to Dhubri *via* Naihati Junction, on warrant form C (Bengal form 522), thence to destination on India army form No. 129, which should be issued on the mail agent at Dhubri. Officers and troops proceeding to Cachar, should be booked through to Goalundo, *via* Naihati junction, and thence on a separate warrant (India army, form No. 129), to be issued on the station master at Goalundo to destination.

Officers and troops proceeding from Assam and Cachar should be furnished with steamer warrants to Dhubri in case of those from Assam; and Goalundo for those from Cachar, and thence to destination *via* Naihati junction.

11. *To Saugor*—by rail to Kareli, thence under arrangements to be made with the staff officer at Jubbulpore.

12. *To Darjeeling*—by rail to Ghoom.

Officers and troops proceeding from up-country stations should be booked *via* Naihati junction.

The convalescents will proceed under arrangements of the presidency district, halting at Barrackpore.

(a) Despatching officers should give at least 48 hours' notice in advance of the arrival at Rajpore of small parties for Landour, Mussoorie or Chakrata, to the commandant, Landour, in order that arrangements may be made for their onward progress from Rajpore to destination.

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13. *To Murree and other stations off the North-Western railway above Rawal Pindi* by horse or tonga dāk, or bullock-train.

## BOMBAY PRESIDENCY.

1. *To Asseergurk*—by rail to Chandni, thence by carts, pony or mule to foot of the hill, thence march, or on ponies or mules, and chairs for women and children.
2. *To Belgaum, Kolhapore, and Satara*.—  
Belgaum, by rail to Dharwar, thence by tonga dāk, cart, camel or mule.  
Kolhapore, do. do. do. by rail and cart.  
Satara do. do. do. ditto.
3. *To Deesa*—by rail to Palanpore, thence by cart or camel to Deesa.
4. *To Hyderabad*—by rail to Kotree, thence by steam ferry to Gidoo-ka-Tanda, and cart to Hyderabad.
5. *To Poorundhur*—by rail to Poona, thence by cart, camel or mule to foot of the hill, thence march or on mules, and chairs for women and children.

## MADRAS PRESIDENCY.

1. *To Cannanore*—by rail to Calicut, thence by sea.
2. *To Malliapuram*—by rail to Tiroor, thence march, or by Government sick cart if unable to march.
3. *To Ootacamund*—by rail to Mettapollium, thence to Cullar (foot of the Conoor Ghât), by country bullock cart, and by march route or country cart (latter being supplied under medical opinion) up the Conoor Ghât to Wellington, coolies being supplied for the baggage up the ghât when the soldier marches.
4. *To Poonamallee*—by rail to Avady, thence by Government sick cart.
5. *To Rangoon*—by rail to Madras, thence by steamer.
6. *To Ramandroog*—by rail to Bellary, thence by Government sick cart.
7. *To Theyetmyo from Rangoon*—by rail to Promé, thence by river steamer.
8. *To Wellington*—See Ootacamund.

## Appendix XXIII.

*Military Regulations for the Conveyance of Ammunition and Gunpowder by Rail.*

1. Before despatching ammunition or gunpowder, the ordnance or other officer will ascertain from the consignee and the forwarding officer at any intermediate station that they are prepared to receive and, if necessary, to forward it. He will then send a communication to the station master at the despatching railway station in accordance with form X attached.
2. At the time the issue is made, a delivery voucher will be sent to the consignee.
3. Explosives can be conveyed to and from the railway stations either—  
(a) by arsenal carts in ordnance charge, or  
(b) by carriage obtained from the commissariat or postal department in ordnance charge, or  
(c) by carriage obtained from the commissariat or postal department in charge of the troops.
4. When carriage is required from the commissariat or postal department, the ordnance officer or the officer commanding the troops, as the case may be, will state in his application the time and place at which it is wanted, and the weight, number, and the nature of the contents of the packages to be carried.

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5. When large quantities of explosives have to be forwarded otherwise than in direct charge of the troops, the ordnance officer making the issue will take care that the department by whom the packages are forwarded provides proper conveyance for the same; that the *carriage* is not overladen, and that the ammunition or gunpowder is secured both from danger and damp; and for this object wadmiltits, hides or paulins, as may be deemed necessary will be invoiced and sent with the packages.

6. When explosives are conveyed by the troops, the ordnance department will leave the loading of the *carriage* to the military authorities; but in the first and second cases, specified in paragraph 3, the ordnance department will be responsible for the proper loading of the *carriage* and for the latter being suitable in all respects.

7. The ordnance officer will take care that every package is carefully and clearly marked with its contents, weight and destination, and will see that the convoy leaves at the proper time.

8. At the time and place appointed, a duly authorized subordinate of the ordnance department will be in attendance to hand the packages over to the officer commanding the troops. Should paulins or wadmiltits be required for the security of the ammunition, they will be regularly invoiced with it, and the officer commanding will be responsible for them till they are returned to store, when the service has been completed. The officer commanding is responsible for the due delivery of the packages, as well as for the *carriage* being in all respects suitable, properly stowed, and not overladen.

9. The despatching officer will see that the packages are handed over to the railway official in proper order and condition; he will also make arrangements for the railway administration to undertake the loading and unloading when circumstances shall prevent him from furnishing his own working party, and will further be responsible that, when the ammunition reaches the railway station it is consigned to, *carriage* is ready to convey it to its final destination.

10. Metal S. A. cartridges, packed in tin-lined service pattern boxes, may be carried when necessary in ordinary covered railway wagons.

11. S. A. ammunition, not exceeding 10,000 rounds, packed in tin-lined service pattern boxes, and gunpowder not exceeding 80lb, packed in service metal-lined cases, quarter size, may be sent by passenger trains.

12. Small quantities of gunpowder, packed in service metal-lined cases, half or quarter size, may be carried in ordinary covered wagons at the option of the railway administration concerned.

13. On receipt of the station master's reply that the necessary wagons are available, the ordnance or other officer will despatch the ammunition or gunpowder to the railway station in charge of a warrant or non-commissioned officer, who will superintend the loading at such place as may be ordinarily appointed for the purpose, and to whom the railway administration will grant a receipt as soon as the loading is completed. The railway receipt will be at once forwarded by post by the consignor to the consignee or intermediate forwarding officer.

14. The consignor will then telegraph to the consignee and the forwarding officer at any intermediate station the actual date and hour of despatch, requesting them to arrange at once to receive, unload and, if necessary, to forward the consignment.

15. Gun-cotton, filled shells and war rockets may be loaded in the same wagon with small-arm ammunition when absolutely necessary, though, as a rule, the different natures of explosives should be kept distinct. Gunpowder and cannon cartridges may be sent together in the same wagon, but never with other explosives.

16. In the absence of special orders from army head-quarters, escorts will not be required to accompany ammunition or gunpowder by rail unless the officer commanding the district or garrison considers it necessary; and in the event of this being the case, he will inform the ordnance officer, who will apply for the proper escort, stating the quantities of ammunition or gunpowder to be forwarded, by what conveyance to be sent, and the day and

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hour fixed for its despatch. The officer commanding will determine the strength and description of escort required.

17. Escorts must be invariably demanded for the protection of ammunition and gunpowder despatched by road and, sometimes, when sent by water. Where no escort accompanies the ammunition during the actual railway journey, the consignee shall make the necessary arrangements for the timely attendance of an escort to receive it on arrival at the terminal station.

18. When ammunition is forwarded by convoy or under escort, the ordnance officer will prepare convoy notes in triplicate; one copy receipted by the warrant or non-commissioned officer in charge, to be retained by the ordnance officer; the other two to accompany the convoy. Where there is no ordnance warrant, or non-commissioned officer in charge, the officer commanding the escort will receipt one copy and hand it to the ordnance officer, and the other two copies will be retained by him till arrival at his destination.

19. When explosives are consigned to more than one consignee at the same place, as for instance when one portion is intended for an ordnance officer and the other portion for a regiment or battery, the following rules will be adopted:—

- (a) In the first case the ordnance officer will provide the necessary *carriage* either from his own establishment or by requisition on the commissariat or postal department.
- (b) In the second case the commanding officer will make his own arrangements, submitting a requisition, if necessary, on the commissariat or postal department.

*Duties of the Warrant or Non-commissioned Officer detailed to accompany Explosives.*

20. The warrant or non-commissioned officer will attend at the place and time appointed, and witness the loading of the *carriage*; he will sign one convoy note and leave it with the consignor, and take the other two with him.

21. He will not permit any one to open or interfere with any of the packages under his orders.

22. When *carriage* is provided by the ordnance department, or furnished on requisition of the latter, he will be responsible that it is in every way suitable.

23. He will, in any case, be responsible that the *carriage* is not overladen, and that the stores are properly packed and stowed.

24. For this last-named purpose he will be supplied with such paulins, hides, wadmiltits and hair-cloths as he may require.

25. He will take care that each package is in good order, and is properly marked with its weight, contents and final destination.

26. He will not smoke himself, and he will be responsible that neither the drivers nor other persons accompanying the convoy smoke near the *carriage* in which the explosive is. Should an escort be in attendance, and should any of them smoke, he will call the attention of the officer commanding the escort to the circumstance, and note it, but will not interfere.

27. On arrival at the railway station, he will put himself in communication with the railway officials, that the stores may be loaded in the wagons appointed; this, as well as the transshipment at junction stations, will ordinarily be done by a working party of soldiers or store lascars under his supervision; when arrangements have been made by the despatching officer for the railway administration to undertake the actual loading and transshipment, he will still supervise the operation; should he consider that the packages are not handled carefully, he will report the same to the station master, and take a note of the circumstance.

28. He will see that his stores are kept by themselves, and that other goods are not put into the same wagon with them. He will also take care that the several classes of combustibles are kept distinct, as laid down in paragraph 15.

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29. Prior to the train starting, he will telegraph to the consignee the hour of his departure ; he will also telegraph if the train is delayed, wherever it may be.

30. On arrival at the terminal station the *carriage* should be ready for the removal of stores, and he will not, unless absolutely necessary, question its suitability. The wagons will be unloaded either by a working party of soldiers or store lascars, or by railway servants under arrangements made by the consignee ; in either case the operation will be conducted under his supervision : he will also be responsible for the stores being properly laden and protected in the *carriage* they are transferred to.

31. When he makes over charge to the consignee, he will hand to him one of the convoy notes referred to in paragraph 18, taking a receipt from him on the other.

32. He will make over all paulins, hides, wadmiltits, and hair-cloths.

33. Should the stores have to be forwarded from the terminal railway station to an ordnance depôt, or to troops at a distance from the station, he will accompany them.

34. He will have nothing to do with the provision of *carriage*, except in unforeseen emergencies, when he must use his discretion in demanding further assistance from local authorities.

35. When his duty is completed, and he has obtained the receipt of the consignee, he will rejoin without delay.

36. In the event of delay, he will telegraph to the consignee for instructions, and to the consignor for his information ; giving full details in each case.

*Special Regulations affecting the conveyance of Gun-cotton.*

37. When wet gun-cotton is ordered to be removed from one station to another, it will be packed in the new pattern cases (*vide* appendix C). The weight of gun-cotton which each case will contain will vary according to the size of the slab, &c. ; but in order to comply with the regulations made under the Explosives Act, 1875, care will be taken that no greater quantity is packed in one case than would weigh 50lb when dry. Any spare space that may be left in the case will be filled up with pieces of wood, thoroughly coated with paint similarly to the inside of the case.

38. The case will be marked in conspicuous characters (the word "explosive" being in red letters, 2 inches high) as follows :—

**EXPLOSIVE.**

**GUN-COTTON.**

**NITRO-COMPOUND.—DIVISION 2.**

**ORDNANCE DEPARTMENT.**

FROM \_\_\_\_\_

The blank will be filled up according to circumstances.

The gross weight of the package, including the saturated gun-cotton, as well as the net weight of gun-cotton when dry, will be inscribed on the outside ; and a written declaration, to the effect that the gun-cotton has been saturated immediately before despatch, will be forwarded to the railway station with the consignment.

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39. If the transport takes place between the 1st of April and the 15th of October, and the consignment is delayed *en route*, or transhipped at a junction station, instead of being forwarded through to the terminal station in the original wagons, the warrant or non-commissioned officer in charge will take the opportunity afforded thereby of weighing one-fourth of the cases, and if the cases be found to weigh the same, or not more than  $2\frac{1}{2}$  lb under the weight marked on the case, they may be considered sufficiently wet. In the event, however, of any being found lighter, the whole of the cases will be weighed, and all those found light will be re-wetted, as prescribed in the following paragraph. The railway administration will furnish the water required for re-wetting the gun-cotton and will weigh the cases, under the supervision of the warrant or non-commissioned officer in charge, unless he is accompanied by store lascars or a military escort.

40. On the receipt of damp gun-cotton at any station, the cases will be weighed and examined without delay, and if found correct will be stowed regularly, by being packed one above the other on their bases. Should any case, however, be found light, *i. e.* more than  $2\frac{1}{2}$  lb under the weight marked on the case, the contents will be re-wetted before being stowed away in the magazine. Should the gun-cotton be found defective in any other way, a report will be made of the circumstance.

41. In order to wet the gun-cotton when packed in the cases, the screwplug and air-hole screw will be removed, clean fresh water will then be poured into the larger opening until it appears at the air-hole. After standing for a few minutes, the case will be so placed as to allow the water to flow out and drain off; and when this has been done the plugs will be replaced.

*Duties of the Military Authorities.*

1. The military authorities are responsible that the regulations in force for the packing of explosives have been complied with before the packages are sent to the railway, and shall certify to this effect on the consignment note, and that the precautions laid down in these rules for the loading and unloading of the railway wagons shall be observed by the troops.

2. The despatching military authorities are responsible that timely notice is sent, by telegraph if necessary, to the consignee, of the hour of arrival of explosive stores.

3. When explosives have to be sent from a Government magazine to the railway station, the wagons should arrive at the station, by arrangement with the railway administration, in sufficient time only to admit of the loading of the explosives.

4. Paulins, hides, and wadmiltits shall be supplied by the ordnance department.

5. Until the completion of the loading the wagons loaded with explosives shall be protected by the military.

6. The in-coming train with explosives shall be protected by the military until the explosives are removed from the station.

7. When the officer commanding the district shall consider an escort necessary, the escort shall be conveyed in the same train with the explosives.

8. Men belonging to the escort shall not travel in the wagons loaded with explosives, unless in the case of artillery ammunition wagons loaded on open trucks.

9. When artillery ammunition wagons containing explosives are loaded on open trucks, one of the escort shall be placed in charge of each truck, and shall be supplied with water to extinguish any sparks which may fall into the truck.





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*Table of external dimensions and weights of Artillery Gun Carriages, Ammunition Wagons and Limbers, which may occasionally have to be carried by Railway.*

## FIELD ARTILLERY.

	12-PR. ARMSTRONG GUN, BREACH-LOADING.				Weight.	9-PR. ARMSTRONG GUN, BREACH-LOADING.				Weight.	REMARKS.
	External dimensions.			Length.		External dimensions.			Weight.		
	Length.	Breadth.	Height.			Length.	Breadth.	Height.			
	Ft. In.	Ft. In.	Ft. In.	Cwt.	Ft. In.	Ft. In.	Ft. In.	Cwt.			
Carriages with travelling arrangements.	10 6	6 4	5 0	...	10 6	6 4	5 0	...	Weight not given.		
Ditto	..	...	..	...	10 6	6 4	5 0	12	Muzzle-loading.		
Limbers for gun carriage or wagon.	12 3	6 4	5 3	11	*12 4	6 4	5 0	...	* For muzzle-loading; weight not given.		
Ammunition wagons.	10 4	6 4	6 6	13	*10 0	6 4	5 0	...	* Ditto.		
Forge wagons	11 9	6 3	7 0	27	*10 10	6 4	6 0	...	* Ditto.		
Store "	10 8	6 4	6 9	27	Same as for a 12-pr. gun						
Store carts	12 9	6 6	6 4	12	Ditto.						

## HEAVY ARTILLERY.

	40-PR. ARMSTRONG GUN, BREACH-LOADING.				8-INCH MORTAR.				5½-INCH MORTAR.				REMARKS.
	External dimen- sions.			Weight.	External dimen- sions.			Weight.	External dimen- sions.			Weight.	
	Length.	Breadth.	Height.		Length.	Breadth.	Height.		Length.	Breadth.	Height.		
Carriage— Block trail.	Ft.In. 11 9	Ft.In. 6 9	Ft.In. 5 0	Cwt. 42½	Ft.In. 8 0	Ft.In. 5 9	Ft.In. 4 4	Cwt. 12	Ft.In. ...	Ft.In. ...	Ft.In. ...	Cwt. ...	
Carriage—Plat- form for 2 mortars.	..	...	...	...	...	...	...	..	8 0	5 9	4 3	...	Weight not given.

## SIEGE TRAINS.

—	10-INCH HOWITZER.				10-INCH MORTAR.				REMARKS.
	External dimensions.			Weight.	External dimensions.			Weight.	
	Length.	Breadth.	Height.		Length.	Breadth.	Height.		
	Ft. In	Ft. In.	Ft. In.	Cwt.	Ft. In.	Ft. In.	Ft. In.	Cwt.	
Carriage, travel- ing.	23 9	9 9	5 0	49	8 8	5 8	4 8	8½	
Limbers, travel- ing.	...	...	...	...	16 6	7 8	5 6	8½	

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*Alphabetical list of terms used on railways in India.*

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|--|--|
| <ol style="list-style-type: none"> <li>1. Ballast.</li> <li>2. Ballast-trains.</li> <li>3. Bank-pilots.</li> <li>4. Block system.</li> <li>5. Brakesman.</li> <li>6. Brake-van.</li> <li>7. Buffers.</li> <li>8. Chairs.</li> <li>9. Chair-keys.</li> <li>10. Communication-cord.</li> <li>11. Couplings.</li> <li>12. Fish-plates.</li> <li>13. Foot-boards and hand-rails.</li> <li>14. Gunners.</li> <li>15. Head and tail lamps.</li> <li>16. Level-crossings.</li> <li>17. Line-clear messages.</li> <li>18. Line-clear caution messages.</li> <li>19. Lines, "double."</li> <li>20. Lines, "single."</li> <li>21. Marshalling.</li> <li>22. Platforms.</li> <li>23. Platforms, "troop."</li> </ol> | <ol style="list-style-type: none"> <li>24. Points or switches.</li> <li>25. Points, "facing."</li> <li>26. Road-vans, "district."</li> <li>27. Road-vans, "through."</li> <li>28. Shunting.</li> <li>29. Shunts, "flying."</li> <li>30. Sidings.</li> <li>31. Sidings, "dead."</li> <li>32. Sidings, "troop."</li> <li>33. Signals.</li> <li>34. Sleepers.</li> <li>35. Station-jemadars.</li> <li>36. Stations, "group."</li> <li>37. Stations, "repacking."</li> <li>38. Stations, "roadside."</li> <li>39. Time-bills, "skeleton."</li> <li>40. Van-goods.</li> <li>41. Van-goods trains.</li> <li>42. Van-guidance.</li> <li>43. Wagons, "through."</li> <li>44. Warrants.</li> <li>45. Way-bills.</li> <li>46. Yard-foreman.</li> </ol> |
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*List of technical terms used on Railways in India, with explanations.*

- Brake-vans.** Brake-vans are guards'-vans fitted with a screw brake for the purpose of assisting the driver to slacken speed or stop the train; it is also used for the conveyance of luggage and parcels for intermediate stations.
- Brakesman** A brakesman is a native who travels in the front brake-van and assists the guard of the train in the performance of his duties instead of second European guard.
- Couplings.** Couplings are used for connecting vehicles to each other, and on broad gauge lines are of two sorts, viz. large iron links for goods vehicles and screw couplings for passenger vehicles; if these are properly screwed up there will be no jerking on the starting or stopping of the train; on narrow gauge lines, however, they are generally iron hooks with bolts to keep them firm in their places.
- Buffers.** Buffers are the only portions of vehicles which come in contact with each other, and are fitted with springs to prevent their being broken or damaged; if the couplings are properly screwed up the buffers of each vehicle will be touching.
- Foot-boards and hand-rails.** The foot-board is the long wooden step which extends the full length of the carriage; hand-rails are the iron or brass rails fixed on the sides of carriages, which, together with the foot-boards, admit of railway officials proceeding along the outside of the carriages when they are in motion. This is not permitted to be done by any other than railway staff.
- Communication-cord.** The communication-cord is a thin rope which is fastened to a bell or whistle on the engine and through spiral hooks on each vehicle of a passenger train to the rear brake-van where it is attached to, and the spare portion wound on, a wheel; this cord is for the purpose of enabling the guard or any passenger to communicate with the driver should anything go wrong with the train.

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Double lines are two sets of lines between two stations or any length of railway, and are called up and down lines ; all up trains travel on the up, and all down trains on the down line, passing on the right of each other, *i.e.* they travel on the left of the road both ways, and persons walking on a railway should keep on the right-hand side. Double lines.

Single lines are only one set of rails, on which trains can travel only in one direction between any two stations at one time, and trains can, therefore, only pass each other at stations or sidings for the purpose. Single lines.

Line-clear messages are telegrams received from the next station stating that the line is clear for a train to run to that station, and no train is allowed to start without this or a line-clear caution message being given to the driver of the train. Line-clear message.

A line-clear caution message is given to the driver of a train following another which has not yet reached the next station. Line-clear caution message.

Points, sometimes called switches, are moveable rails tapering to a point and worked by a lever for passing a train or vehicle from one line or set of rails to another. Points or switches.

Facing-points are points on main lines facing outwards from the stations, *i.e.* with the points of the rails facing a train entering a station, and are on the approach of a train locked in position to prevent the possibility of the train going on the wrong line. Facing-points.

Shunting is the term used for attaching or detaching vehicles to or from a train. Shunting.

Flying-shunts are shunts made by detaching vehicles whilst in motion and shunting them into another line, while the leading portion continues to proceed on the original line at increased speed ; these shunts are forbidden. Flying-shunts.

Marshalling is the term used for placing vehicles in their proper positions on the train ; this is done according to contents or stations at which they are to be detached. Marshalling.

Gunner is the designation by which the men who marshal and shunt trains are known. Gunnars.

The yard-foreman is the man who is responsible for the work of the gunners, the correct marshalling and shunting of all trains. Yard-foreman.

Station-jemadars superintend the loading and unloading of horses, cattle or carriages, and all hand-shunting done by coolies. They also render any other assistance to the station-master and yard-foreman that may be necessary. Station-jemadars.

Sidings is the term used for side or other than main or extension lines for the purpose of shunting and marshalling of trains or storage of spare vehicles. Sidings.

Dead-sidings is the term used for sidings which can only be entered at one end and have no points or outlet at the opposite end. Dead-sidings.

Troop-sidings are sidings used for trains or vehicles conveying troops. Troop-sidings.

Platforms are built alongside a line or siding for the convenience of loading or unloading vehicles. Platforms.

Troop-platforms are built at the expense of Government, for the convenience of embarking and disembarking troops, &c. Troop-platform.

Level-crossings are made where cart-roads cross the line, and are so called, because the road is made level with the top of the rails. Level-crossings.

Signals are the means used for conveying intelligence to drivers and guards for their guidance, and are given by either semaphore arm signals, lamps, flags, or the holding up of a man's arm or arms, and also by fog or detonating signals, which are fastened on to the rails and explode with a loud report on an engine passing over them and thus warn the driver to stop. A red signal signifies *danger*, and the train must come to a stand. A green signifies *caution*, and the driver must proceed cautiously. A white signal signifies *all right*, and the driver may proceed at ordinary speed. Signals.

Ballast-trains are trains conveying material for construction or repair of line or road. Ballast-trains.

Ballast is the term used for the earthwork or material of which the road is constructed. Ballast.

Sleepers are thick wooden planks or iron pots imbedded in the ballast, and on which rails are laid in chairs. Sleepers.

Chairs are iron sockets which hold the rails to the sleepers.

Chair-keys are iron or wooden wedges which fit into the sockets of the chairs, and hold the rails tight in them. Chairs.  
Chair-keys.

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Fish-plates.	Fish-plates are iron plates bolted and screwed to two rails to hold the ends together in a correct position.
Bank-pilots.	Bank-pilots are engines kept at certain stations to assist trains up steep inclines between that station and the next.
Block-system.	The block-system is so called from the establishment of block huts and signals at certain points, between stations, which no engine or train can pass until the preceding train has passed the block-signal beyond or arrived at the next station, the intimation of which is conveyed by wire and bell or telegraph between each hut.
Head and tail amps.	Head and tail lamps are the large lamps placed at the head of the engine and rear of the train.
Re-packing stations.	Re-packing stations (R. P. S.) are stations at which mixed luggage or goods, <i>i. e.</i> goods of various stations, are sorted and re-packed; guards in charge of trains are generally relieved at these stations.
Group-stations.	Group-stations are all the stations between any two re-packing stations, and mixed goods are packed by groups, <i>i. e.</i> all goods for one group of stations are packed together and sent to the nearest re-packing station of that group, where it is sorted and repacked.
Roadside-stations.	Roadside-stations are stations of inferior note between two large stations, such as Manowrie and Sirsoul between Allahabad and Cawnpore.
Through-wagons.	Through-wagons (T. W.) are wagons loaded with goods to run through from any one station to another; less than three tons of goods cannot be so run.
Through road-vans.	Through road-vans (T. R. V.) are wagons loaded to run to a re-packing station with mixed goods, for stations in the group commencing at that re-packing station, or for another line in case of a junction.
District road-vans.	District road-vans are wagons loaded with goods for a certain district.
Van-goods.	Van-goods are all other goods than those loaded in through wagons or through road-vans, <i>i. e.</i> all long-distance goods or goods loaded to run through to other lines without re-packing.
Van-goods train.	A van-goods train is a train loaded with van-goods only.
Way-bill.	A way-bill is a document showing the number, weight and description of packages loaded in a wagon, or number of wagons, the stations from and to which booked, and the name of the consignee.
Van-guidance.	Van-guidance is the way-bill showing contents of the wagon, and is fixed in a conspicuous place by the sending station for the information of the receiving one.
Railway-warrants.	A railway-warrant is the authority on which the railway company furnish conveyance by rail for troops, and must be given up at the station where train is taken, a soldier's ticket being obtained in exchange, as also a soldier's luggage ticket, or the amount of luggage entered on the soldier's ticket, thus making it answer both purposes.
Skeleton time-bill.	Skeleton time-bills are furnished for all troop extra trains showing the hour of arrival destination and the hour of arrival and departure from all large stations <i>en route</i> at which a halt of more than 10 minutes will be made.

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## Appendix XXVI.

*Hints regarding the best method of loading Baggage, Camp equipage, &c., in covered goods wagons on both the broad and metre-gauge Railways.*

## BROAD GAUGE RAILWAYS.

Broad-gauge covered goods wagons suitable for the transport of baggage and camp equipage are usually of the following kinds:—

RAILWAY.	DESCRIPTION.	INTERIOR DIMENSIONS.			REMARKS.
		Length.	Breadth.	Height at sides.	
		Ft. In.	Ft. In.	Ft. In.	
East Indian . . . .	Old pattern 10-ton wagon	15 4	7 10	5 10	In general use.
Sind, Punjab and Delhi	Old pattern 6 and 8-ton wagon	15 6	7 6	6 0	Do.
				to 6 6	
East Indian . . . .	New pattern 10-ton wagon	18 0	9 0	6 9	
Oudh and Rohilkhund railway . . . .	Covered goods-van . . . .	18 0	7 7	6 6	Do.
State railways . . . .	New pattern covered van . . . .	18 0	8 6	7 0	Do.

## KITS, BEDDING, &amp;C.

*British Infantry.*

The suleetah containing the full kit of a British infantry soldier measures, on an average, 3 feet 6 inches, by 1 foot 6 inches wide, by 1 foot thick; and the average weight may be taken to be 80lbs.

The service kit weighs 40lbs.

Five suleetahs laid longitudinally will fit into the width of an ordinary wagon.

In loading a wagon, two rows should be laid out on the floor, commencing from each end, and vertical piles built up on these, the vacant space in the centre being filled up by one pile built up transversely. If an ordinary covered wagon is carefully packed in this way, it will hold from 135 to 150 kits according to the height of its sides.

The new pattern E. I. R. 18-foot wagon will take one more suleetah in its width and another row placed longitudinally in the centre, with some space over, and will hold about 80 more kits.

*Artillery and Cavalry.*

From 15 to 20 more cavalry or artillery kits can be packed in the same wagons, as they are smaller than those of the infantry.

The service cavalry kit weighs about 22lbs.; and the artillery kit 25lbs.

*Native Cavalry.*

The regulation pattern tent of the Bengal cavalry accommodates 2 men, and is packed, together with the kits of these men, in one bundle, which measures, on an average, 5 feet 9 inches in length.

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Commencing from each end of the wagon, these bundles should be built up in two vertical piles, alternately "headers and stretchers," the bottom row being arranged longitudinally (headers), and the centre space gradually filled up to the height necessary to enable the side piles to be easily packed. An ordinary wagon, if properly loaded, should carry the kits and tents of a troop, and the new pattern East Indian railway wagons will hold the tents and baggage of the British and native officers in addition.

*Sappers and Miners and Native Infantry.*

The average dimensions of the kits of soldiers of Bengal infantry may be taken as 2 feet 6 inches long by 15 inches diameter when packed in a suleetah or dhurrie; average weight without cooking pots, 14 seers.

In loading an ordinary wagon, begin by laying out four rows of kits longitudinally, two rows at each end, and build up on these to a height of four tiers of kits; then fill up the vacant centre space with two more rows, and build up in like manner; and so on until the wagon is full. If properly packed in this way, an ordinary covered wagon will hold 250 kits without cooking pots.

The cooking pots should be packed in one brake-van (under charge of a sentry) for use on the road.

The large new pattern wagon (East Indian railway) will hold the kits of half a battalion.

## CAMP EQUIPAGE.

*British troops E. P. and S. S. tents.*

For all kinds of wagons, except those which are 9 feet broad, it is necessary that tents should first be opened out and refolded, so as not to exceed the width of the wagon.

All the poles should be first placed in the wagon, the long poles being laid lengthwise with their ends against one end of the wagon, and the ridge pole, bamboos and arm racks transversely at the other end. Now place the peg bags, levelling up the spare spaces which will be found, and over them lay transversely the large tent suleetahs, which should have been refolded to fit the wagon. Lastly load the side walls (kanats) and mallets. The spare space in the arch of the roof may advantageously be filled up with entrenching tools. If properly packed, an ordinary wagon will take 10 E. P. tents and 2 S. S. tents. An 18-foot wagon will hold about 2 E. P. tents in addition. The tent buckets and lanterns should be placed in a brake-van.

*Dimensions of packed E. P. tents.*

The dimensions of an E. P. tent when packed for camel carriage are—

TENT				KANATS			
Ft. In.				Ft. In.			
TENT	Length	.	9 0	KANATS	Length	.	5 10
	Breadth	.	2 4		Breadth	.	1 6
	Thickness	.	2 0		Thickness	.	1 6

Ft. In.			
Tent-poles, length	.	.	13 4
Ridge "	.	.	6 5
Side-bamboos "	.	.	6 4
Peg bags	3' x 2' 6" x 1' 10" when full and doubled up.		

*Sepoy's pāls.*

In loading sepoy's pāls, the following rules should be followed for all description of covered goods wagons:—

First lay all the poles longitudinally on the left side of the wagon; fill up the unoccupied space on the right with the peg bags; pack the tents transversely on the top of these, and the mallets on the top of all with the camp colours.

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If packed as above, all the regimental and native officers' tents can be put into one wagon; and in the larger new pattern wagons the officers' tents and entrenching tools can be carried in addition.

The dimensions of a sepoy's pâl when packed for camel carriage are—

								Ft.
Length of tent	.	.	.	.	.	.	.	.9
" pole	.	.	.	.	.	.	.	.9
" ridge-pole	.	.	.	.	.	.	.	.8

In regiments of the Punjab frontier force the poles are in two pieces, as being more convenient for mule carriage.

## METRE GAUGE RAILWAYS.

The metre guage wagons have the following dimensions:—

DESCRIPTION.	INTERIOR DIMENSIONS.			REMARKS.
	Length.	Breadth.	Height at sides.	
Covered goods-van (18 feet) . . .	Ft. In. 17 9	Ft. In. 6 3	Ft. In. 6 7	
Ditto ditto (14 ,, ) . . .	13 8	5 10	5 6	

## KITS.

The new pattern long (18-foot) covered goods-van will take 148 European infantry kits or 250 native infantry kits, or 68 native cavalry kits, including their tents, baggage, line gear, &c. The principle of packing kits is, of course, the same as for broad gauge vehicles, *viz.* to place them "headers and stretchers" in alternate layers. Native cavalry kits are rather unwieldy. They are best arranged by placing the bottom layer longitudinally, the next transversely, and so on, the top or fourth course being across the wagon.

## CAMP EQUIPAGE.

The same wagon (18-foot) will take 12 E. P. tents loaded in the following manner :—

The poles and bamboos are laid lengthwise on the floor, leaving a space at one end in which 6 bags of pegs are placed, the remaining 6 being arranged along the side between the poles and the wall, so as to form a level foundation for the tents. The large *suletahs* are folded into lengths of about 8 feet, and packed in 2 longitudinal layers, 6 on each side of the doorway. Twelve *kanats* are stowed above, 6 on each side, the vacant space under the roof being filled up with mallets. The 12 *kanat* bags remaining over are loaded transversely between the doors. There is no room for the buckets and lanterns in the wagon.

The wagon will also take 20 sepoy's tents of 2 pāls each, arranged as follows:—

The tent poles occupy half the length of the wagon to a height of 2 feet. The other is half levelled up with peg bags. The sultestahs are folded in lengths of about 8 feet 6 inches and packed *longitudinally* in three layers, 10 at each end of the wagon. Mallets, entrenching tools, &c., are placed on the top of all.

The smaller (old pattern) covered goods-van (14 feet) will take 8 E. P. tents complete, except the poles, which are too long to be placed inside, and which must be lashed to the roof, or carried in an open truck. It will also take 16 sepoy's pāls easily, or 20 pāls if carefully packed. The wagon will also hold 80 British soldiers' kits with cooking pots, or about 150 sepoy's kits.



## Appendix XXVII.

## TRANSPORT OF HORSES.

Horses can be loaded parallel to rails, 4 abreast, heads inwards, in all wagons which are not less than 15 feet 6 inches long by 7 feet 6 inches broad. This system should always be adopted in preference to transverse loading, because the horses are more easily watered and fed, are less cramped, and not so likely to be alarmed by passing trains, while the attendants travel with much greater comfort.

2. The horses are secured to *breast-bars* (3 inches in diameter and about 1 inch shorter than the breadth of the wagon), placed not less than 3 feet apart in the clear. For metre gauge vehicles, 6 feet 3 inches broad, the breast-bar is 6 feet 2 inches long, with an iron band, 1½ inches wide, round each end, through which passes an eye-bolt holding a ¾-inch twisted chain, 10 inches long; this chain terminates in a cross-bar, 4 inches long, with ends bent slightly inwards. By means of these cross-bars, the breast bar is suspended from two rings fixed to the side walls at a height of 4 feet 2 inches from floor to staple, and not less than 6 feet 1½ inches from the ends of the wagon. To the underside of the breast-bar 3 rings, 2 inches in diameter, are bolted for tying the head-ropes to; one in the centre, and the others 2 feet 1½ inches on either side. For broad gauge rolling-stock 4 rings are necessary.

3. When *high-sided* or *coke-wagons* are used, the height of the sides must be increased to 4 feet 6 inches; and if the wagons are too short for longitudinal loading, rings should be fixed to the sides at intervals of 2 feet for securing the halters to.

*Covered goods wagons.*—The doors should be kept open for ventilation, or else their upper panels must be removed. In the hot weather, thorough ventilation is essential, and can easily be obtained in wagons not provided with side flap-shutters or openings by taking out one of the iron panels from each end of the wagon immediately under the roof. To diminish, as far as possible, the risk of sparks falling into the horse-wagons, they should be placed at the rear of the train.

*Low-sided trucks* (metre gauge) can be adapted for the carriage of horses by means of temporary fittings, *viz.* 4 corner standards made of angle iron, 2½ inches by 2½ inches by ¼ inch, 4 feet 8½ inch long, with six rings riveted to each flange at intervals of 10 inches, so arranged that the rail passing through the top rings may be 4 feet 6 inches above floor level. Four side-standards, made of 1½ inches round bar or gas piping, and furnished with 3 rings, each corresponding with those in the corner standards. Eighteen bamboo rails, each 7 feet 9 inches long by 1½ inches diameter, and rope lashings. The round side-standards fit into sockets placed on either side of the flap-door, and the corner-standards are each secured by 2 iron knees, bolted to the wagon body.

4. If the trucks are less than 15 feet 6 inches long, the horses must be loaded transverse-ly; and as the standing room does not exceed 7 feet 5 inches (namely, the breadth of the truck inside the bamboos), large horses would be greatly cramped, and only small country-breds, or ponies, should be put into these trucks.

5. A swivel *hook* should be fixed to the centre roof stick of covered wagons used for the conveyance of horses, from which camp lanterns can be suspended, and *forage nets* lashed to the breast-bars will be found of great convenience.

*Loading-boards* should not exceed 6 feet in length by 4 feet 3 inches in breadth; 6 ought to be furnished at each halting-place, and 2 should accompany each train. Half an inch of sand or some hay or straw, spread over the floor of the wagon and loading-boards will deaden the noise of the horses' feet and facilitate the loading. Two sowsars, or syces, should travel with the horses; they must be relieved every two hours.

6. Unruly and timid horses can often be backed into a horse-van when they refuse to be led. Troublesome horses may be loaded by putting on their heel-ropes, and gently working them alternately, until the horse is got on the loading-board backwards. Or by putting the heel-ropes on the fore legs and leading them in step by step.

## Appendix XXVIII.

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Horses should not be blindfolded, as when blindfolded they are liable to injure themselves by getting their legs down between the platform and the truck.

Horses should be watered three times during the day, and once during the night.

## Appendix XXVIII.

[REFERRED TO IN PARA. 280, SECTION II.]

*Government of India, Military Department, No. 85-C., dated Fort William, the 11th January 1888.*

Extract from the Proceedings of the Government of India, Public Works Department (Circular) No. XIII, "Railway," dated Fort William, 20th December 1887.

[*Compensation for damages caused by Government horses in transport by Railway.*]

Read again—

Public works department circular No. XXX, *Railway*, dated 24th June 1881.

Read also—

Military department office memorandum No. 2459-C., dated 13th September 1887, and enclosures.

OBSERVATIONS.—The questions of the right of railway administrations to claim compensation for damages caused by Government horses to horse-boxes, or other vehicles in which animals are conveyed, has been brought to the notice of the Government of India.

2. It is understood that the railways do not claim compensation from private persons for damages caused by horses or cattle to the vehicles in which they are carried, unless such damages result from the culpable negligence of horse-keepers or other attendants; and the Government of India sees no reason why the state should, in this instance, be placed upon a different footing from the public.

RESOLUTION.—After considering the circumstances above stated, His Excellency the Governor General in Council is pleased to direct that, in future, damages of this nature should only be charged against troops or Government departments when they are clearly traceable to culpable negligence; and that it is only in such cases that the charges should be enforced which are referred to in items 51 to 55, as well as in items 57 and 58, of the "*Schedule of charges for damages to vehicles by troops while travelling by railway*," issued under public works department Circular No. XXX. *Railway*, dated 24th June 1881.

2. The schedule previously in force is therefore cancelled, and the attached schedule is issued in substitution of it.

## PART II.

## App. XXVIII.

## Appendix XXVIII.

ENCLOSURE TO RAILWAY CIRCULAR No. XIII of 1887.

(FOR GENERAL ADOPTION.)

*Revised Schedule of Charges for Damages to Vehicles by Troops while travelling by Railway.*

Numbers.	PARTICULARS.	Broad-gauge railways, State and Guaranteed, and the South-Indian Railway.	State railways, narrow gauge.	REMARKS.
		R a. p.	R a. p.	
	<i>Passenger vehicles.</i>			
1	Bolts, brass . . . . .	1 0 0	0 12 0	
2	Bed rest bracket of ambulance, each . . . . .	1 8 0	1 0 0	
3	Bed hanging chain, each . . . . .	1 0 0	1 0 0	
4	" " hooks, each . . . . .	0 8 0	0 4 0	
5	Bracket and lifting table . . . . .	6 0 0	...	
6	Cane back . . . . .	2 8 0	2 0 0	Madras railway saloon and 1st class carriages.
7	Chain and plug for hand basin . . . . .	1 0 0	0 6 0	
8	Closet door, 3rd class, broken . . . . .	5 0 0	3 0 0	
9	Cock, water, brass, broken . . . . .	3 0 0	2 8 0	
10	Commode cover . . . . .	1 0 0	1 0 0	
11	Cushion, destroyed . . . . .	30 0 0	30 0 0	
12	" torn, Rs 5 to . . . . .	15 0 0	15 0 0	
13	Finger lift of shutter or venetian, brass . . . . .	0 8 0	0 4 0	
14	Hat peg, broken . . . . .	1 0 0	1 0 0	
15	Door of closet, broken . . . . .	5 0 0	3 0 0	
16	" " latch, broken . . . . .	1 0 0	1 0 0	
17	" " handle and latch broken . . . . .	2 0 0	2 0 0	
	Door of carriage destroyed—			
18	1st class . . . . .	45 0 0	35 0 0	
19	2nd „ . . . . .	30 0 0	25 0 0	
20	3rd „ . . . . .	18 0 0	15 0 0	
	Door of carriage seriously damaged—			
21	1st class . . . . .	30 0 0	25 0 0	
22	2nd „ . . . . .	18 0 0	15 0 0	
23	3rd „ . . . . .	12 0 0	10 0 0	
	Door of carriage slightly damaged—			
24	1st class . . . . .	10 0 0	8 0 0	
25	2nd „ . . . . .	8 0 0	6 0 0	
26	3rd „ . . . . .	6 0 0	4 0 0	

## Appendix XXVIII.

PART II.  
App. XXVIII.*Revised Schedule of Charges for Damages to Vehicles by Troops while travelling  
by Railway—continued.*

Number.	PARTICULARS.	Broad-gauge railways, State and Guaranteed, and the South-Indian railway.	State rail- ways, narrow gauge.	REMARKS.
		R a. p.	R a. p.	
	<i>Passenger vehicles—contd.</i>			
27	Door stop, leather . . . . .	0 8 0	0 4 0	
28	Hinge of carriage door, brass . . . . .	1 8 0	1 8 0	
29	Handle of carriage door, brass . . . . .	2 0 0	2 0 0	
30	Hooks and eyes, missing . . . . .	1 0 0	1 0 0	
31	Hinges, brass butt, each . . . . .	0 8 0	0 8 0	
32	Lamp, glass, broken . . . . .	2 8 0	2 8 0	
33	„ screen „ . . . . .	1 0 0	1 0 0	
34	„ „ ring . . . . .	0 8 0	0 8 0	
35	„ „ catches . . . . .	0 8 0	0 4 0	
36	Looking glass(a) . . . . .	10 0 0	8 8 0	
37	Net hat rack, destroyed . . . . .	5 0 0	3 0 0	
38	„ „ bracket broken . . . . .	2 8 0	2 8 0	
39	Pannel, wooden . . . . .	3 0 0	2 8 0	
40	Pillow, leather, lost . . . . .	12 0 0	8 0 0	
41	„ „ damaged . . . . .	5 0 0	2 8 0	
42	Roof lamp-shades, damaged . . . . .	3 0 0	2 8 0	
43	Shutter . . . . .	4 0 0	3 0 0	
44	Shutter of upper window . . . . .	3 0 0	...	
45	Top lights, small, in 2nd class . . . . .	3 0 0	...	Madras rail- way.
46	Venetian bars, each . . . . .	0 8 0	0 8 0	
47	„ frame . . . . .	3 8 0	3 0 0	
48	Window glass . . . . .	6 0 0	5 8 0	
49	„ leather strap, long . . . . .	3 0 0	2 0 0	
50	„ „ „ short . . . . .	1 0 0	1 0 0	
	<i>Other vehicles, &amp;c.</i>			
51	Breast bars in covered goods . . . . .	5 0 0(c)	4 0 0(c)	
52	Horse-box, end pannel . . . . .	8 0 0(c)	6 0 0(c)	
53	„ padding damaged(b) . . . . .	5 0 0(c)	3 0 0(c)	
54	„ side shutters . . . . .	3 0 0(c)	2 8 0(c)	
55	„ stall post . . . . .	8 0 0(c)	4 0 0(c)	
56	Label boards, lost . . . . .	3 0 0(c)	2 8 0	
57	Partition boards in trucks . . . . .	2 8 0(c)	2 0 0(c)	
58	Troughs in cattle trucks . . . . .	6 0 0(c)	4 0 0(c)	
59	Padlocks and keys . . . . .	2 0 0	2 0 0	

(a) Madras railway R25.

(b) Madras railway, R5 to R35.

(c) These charges are only leviable when it is proved that the damage has been caused through culpable negligence on the part of the owner or attendants; damage caused by horses or cattle being covered by the fares, as is the case of similar animals sent by the public.

ENCLOSURE TO PUBLIC WORKS DEPARTMENT CIRCULAR No. 31, RAILWAY, OF 1880.

*Schedule of Rates chargeable to the Military Department for certain services on State Railways and on the East Indian Railway, with effect from 1st January 1881.*

SERVICE.	BROAD GAUGE.		NARROW GAUGE.		REMARKS.
	By ordinary train.	By troop extra train.	By ordinary train.	By . troop extra train.	
	Pies per head per mile.	Annas per vehicle per mile.	Pies per head per mile.	Annas per vehicle per mile.	
1 Officers, &c., entitled to 1st class accommodation . . . . .	8	8	8	4	
Troops, &c., entitled to 2nd class accommodation . . . . .	2½(a)	8	2½	4	
3 Troops and followers and Military establishments with 3rd class accommodation . . . . .	2	...	2	4	
3rd class carriage with accommo- dation for not less than 30 sol- diers or 50 followers . . . . .	...	8	...	...	
3rd class carriages with accommo- dation for not less than 42 sol- diers or 70 followers . . . . .	...	10	...	...	
	Annas per vehicle per mile.		Annas per vehicle per mile.		
4 Invalid carriages . . . . .	8		4		
5 State or Railway ambulance car- riage—					
With load . . . . .	8		4		
To obtain load . . . . .	2		2		
Returning empty . . . . .	free.		free.		
(No drawback for mileage of state ambulances.)					
6 Baggage ; free allowance . . . . .	20 seers for each man, woman or child over 3 years of age, exclusive of arms and accoutrements. With troop extra trains the free allowance is to be carried without charge in the break vans or other accommodation provided for the purpose.				

(a) This charge to be reduced to 2 pies on the introduction of that rate as the lowest class fare on the East Indian railway.

## Appendix XXIX.

## PART II.

## App. XXIX.

*Schedule of rates chargeable to the Military Department for certain services on State Railways and on the East Indian Railway, with effect from 1st January 1881—continued.*

	SERVICE.	BROAD GAUGE.		NARROW GAUGE.		REMARKS.
		By ordinary train.	By troop extra train.	By ordinary train.	By troop extra train.	
	Baggage; excess of free allowance	0·8 pies per maund per mile.	8 annas per mile per vehicle carrying 100 maunds of light, or 120 maunds of heavy baggage.	0·8 pies per maund per mile.	4 annas per vehicle per mile.	
7	Dogs (soldiers')		2 annas for each animal for any distance not exceeding 100 miles.			
	Ditto		4 annas for each animal for any distance above 100 miles and not exceeding 200 miles.			
	Ditto		8 annas for each animal for any distance exceeding 200 miles.			
8	Horse-boxes—	Annas per vehicle mile.	Annas per vehicle mile.			
	Single for { 3 horses on broad gauge, 2 horses on narrow gauge.	At tariff rates	4	At tariff rates	3	
	Double for { 6 horses on broad gauge, 4 horses on narrow gauge.	At tariff rates	8	At tariff rates	6	
	Double { Hauled with a load of 3 or horses less.	...	4	...	...	
9	Horses conveyed in cattle trucks. (Liability of railway limited to Rs100 per horse.)		4½		3	
10	Cattle trucks with other load than horses		3		3	
11	Elephants in special trucks		6		...	
			(Hire or demurrage charge Rs4 a day.)			
12	Carriage trucks		3		3	
13	Covered goods wagons		8		4	
14	Ammunition wagons		16		8	
15	Commissariat, clothing, and medical stores		½ pie per maund per mile.			
16	Ordnance stores (a)		⅔ pie per maund per mile.			

(a) The minimum charge in the case of explosives is for 20 maunds.

*Note.*—Under item 15 should be included all Government property of whatever nature the rate for the conveyance of which is not specially provided for, consigned by the commissariat, clothing, remount and medical departments.

Under item 16 should be included all Government property of whatever nature, the rate for the conveyance of which is not specially provided for, consigned by the ordnance department and superintendent, harness and saddlery factory, Cawnpore.

PART II.

Appendix XXX.

App. XXX.

## Appendix XXX.

[REFERRED TO IN NOTE TO PARA. 228.]

No. \_\_\_\_\_

By \_\_\_\_\_ train.

To

THE \_\_\_\_\_

*Intimates that the undermentioned Troops will be despatched on the \_\_\_\_\_  
as per accompanying time-bill.*

*Booked from Allahabad to \_\_\_\_\_*

APPROXIMATE STRENGTH.	Place.	Hour.	Date.
Officers . . . . .	Allahabad. Dep.		
„ wives . . . . .	First(a) .	Arr.	
„ children . . . . .		Dep.	
Troops . . . . .	Second .	Arr.	
„ wives . . . . .		Dep.	
„ children . . . . .	Third .	Arr.	
		Dep.	
Followers . . . . .	Third .	Arr.	
		Dep.	
Horses . . . . .	Boxes .	Arr.	
		Dep.	
Number of wagons for baggage Vans .		Arr.	
		Dep.	
Hospital . . . . .	$\frac{1}{2}$ Second	Arr.	
		Dep.	
Brakes . . . . .	2		
TOTAL . . . . .	Vehicles	Arr.	

*Note.*—In case of troop trains the hours are approximate.  
(a) When used for troop extra trains.

*District Staff Office,  
Allahabad District.*

*Quartermaster General*

## Appendix XXXA.

PART II.

App. XXXA.

## Appendix XXXA.

[REFERRED TO IN PARA. 256.]

## TIME BILL.

*Quarter Master General's Department,*

District.

(STATION) \_\_\_\_\_ 18 .

	Hour.	Date.	Train.
_____ Dep. .			
_____ { Arr. .			
_____ { Dep. .			
_____ { Arr. .			
_____ { Dep. .			
_____ { Arr. .			
_____ { Dep. .			
_____ { Arr. .			
_____ { Dep. .			
_____ Arr. .			

The commander of this party is warned not to deviate from above without authority.

\_\_\_\_\_  
*Deputy Assistant Quarter Master General,*  
*or Transport Sergeant.*

*Note.*—In the case of troop extra trains, the hours named are approximate only. The exact hour will be furnished by the railway authorities from rest-camp to rest-camp.



## Appendix XXXI.

[REFERRED TO IN PARAS. 301 TO 316.]

INSTRUCTIONS FOR LOADING ARTILLERY CARRIAGES ON THE TRUCKS  
USED ON INDIAN RAILWAYS.*(Appendix to Clause 119, India Army Circulars, 1880.)*

The proper method of Loading Field Artillery on the various types of trucks, both Broad and Metre Gauge, in general use.

*Vide Tables L to W.*

1. End-loading is recommended for platform wagons and trucks having no doors or openings. Wagons with flap openings wider than the wheel trucks (5' 4½"), especially if the openings are placed at the end of the side instead of in the centre, can be loaded as expeditiously from a side platform.

First class stations are always provided with carriage docks, situated either at the end of a siding or in a recess at right angles to the main line, and connected with it by means of a turn-table or traverser. In the former case all the trucks required should be collected at the end of the siding, connected by loading boards or sleepers, and loaded in succession over the end.

In the latter case the trucks must be brought up in succession by the railway servants, loaded by the gun detachments, and transferred by means of the turn-table to the line on which the train is being marshalled. This will be found the most convenient method, with wagons having sides 2 feet high and upwards, with no openings in them, like the Great Indian Peninsula railway pattern.

At wayside stations generally one of the sidings terminates in a "dead end," where a ramp can be built of sleepers in a short time, if the ground is adapted for bringing up the guns.

## END-LOADING.

2. *Trucks for five pairs of wheels* (plate I).—Connect the truck with the platform by a loading board; (1st) run a *gun carriage* up to the end of the truck, trail to the rear, rest the trail on the floor; (2nd) bring up the *limber* shafts leading, until the wheels interlock with those of the gun-carriage (one wheel inside and the other outside the former); lower the shafts until they rest upon the gun-carriage; (3rd) an *ammunition wagon body* follows, perch to the rear, and is run up until the wheels interlock with those of the limber, its perch resting on the floor; (4th) the *wagon limber*, shafts to the front, is closed on to the body; (5th) another *ammunition wagon body* is loaded, and its perch placed on the floor under the limber (*vide Fig. 1.*)

The wheels are scotched and lashed, two E. P. tents are packed on the gun carriage at one end, and two S. S. or hill tents on the wagon at the other end, properly secured and protected by a tarpaulin.

If it is necessary to load a 6th pair of wheels on this wagon, a *store* or *forge wagon limber* should be dismantled, the bed carried on to the truck and laid at one end before the gun carriage is run on, the boxes being placed under the last ammunition wagon body, and the wheels lashed on outside one of the carriages.

The arrangement of the carriages is shown on plate I, and described in the Tables L, M, N, and O.

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3. *Trucks for four pairs of wheels* (plate II).—If the ends are fixed, the trucks must be hand-shunted up to the ramp in succession; a loading board is placed resting on the end of the truck, and packed up underneath with sleepers; three sleepers are also laid inside the truck close to the end, or two bolsters of grass ( $2\frac{1}{2}$  feet long by  $1\frac{1}{2}$  feet in diameter) to break the fall of the carriages on to the floor. (1st) A *gun carriage* is brought up, trail to the rear, and the wheels being well manned, it is dropped in and run close up to the opposite end of the wagon, with the trail resting on the floor; (2nd) the *limber* follows, shafts leading until the wheels interlock; (3rd) an *ammunition wagon limber* is then loaded, shafts to the rear, the wheels are made to interlock with the limber already in position, while the shafts are kept up, until (4th) the last *wagon body* is introduced, perch leading and lowered slowly into place, the numbers holding the perch getting clear in good time. The two limbers are then adjusted so that the shafts are not too high, 2 E. P. and I hill tent are packed on the carriages, the wheels lashed, and the tarpaulins secured (*vide Fig. I*).

A *dismounted limber* can also be carried on the floor of this wagon, but if the sides are more than 15 inches high, the boxes should be put under the first limber instead of between the last pair of wheels; on a broad gauge truck, they can be stowed outside the wheels parallel to the side.

The manner of loading the other carriages is indicated in tables P, Q, R, and S, and illustrated in plate II.

*To unload*.—Place the loading board as before, and arrange three sleepers in the wagon, two at the end and one in front of them, so as to make steps for lifting the wheels on to, and unload in reverse order. The drag ropes should be manned, and care taken to prevent the carriages on the loading boards getting out of hand.

4. *Trucks for three pairs of wheels* (plate III).—Exactly the same system is followed as in the preceding examples, the carriages being arranged as laid down in tables, T, U, V, and W.

The metre gauge low-sided wagons (Rajpootana state railway) at present in use are too short to take three pairs of wheels unless the ends are removed, so that the wheels may project beyond the edge of the floor; nor can they be end-loaded, for the iron knees supporting the sides are only 5' 4½" apart, which is nearly equal to the wheel track of carriages with the new pattern axle-tree. They can, however, be loaded without difficulty from a side platform.

5. *Trucks for five pairs of wheels* (plate I).—The trucks (3 or 4 in number, according as the 2nd line of wagons is to be conveyed or not) will be coupled together, connected by means of loading boards or sleepers, and their wheels scotched.

If the platform is 3' 6" high or upwards, the first four pairs of wheels can be jumped directly on to the truck from the side without using a loading board, and run into the positions assigned to them in the tables L, M, N, and O. The fifth, or last, pair of wheels is first loaded on to the nearest empty truck, and then run over the connecting boards on to the one being loaded.

When the last truck's turn comes (table O, No. 4) the *store wagon limber* is dismounted, and the bed placed on the centre of the floor at that end of the truck which is not connected with the others; (1st) the *store wagon body* is loaded from the side, perch to the front, and run back over the limber bed to the end of the truck, the perch is then lowered on to the floor; (2nd) an *ammunition wagon limber* is next loaded over the side, shafts to the front, and run back until the wheels touch those of the store wagon; the shafts are kept up and the succeeding carriage is in position; (3rd) another *limber* is run on over the side shaft to the front, and brought up as close to the first limber as possible; (4th) the *spare gun-carriage* is also loaded over the side, trail to the rear, and backed on to the loading board connecting the two trucks; by this means sufficient room is obtained to load the last *limber*, (5th) which is run on to the truck from the side, shafts to the front, backed until the wheels interlock with the 2nd limber (the shafts of which rest upon it), and the shafts

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are elevated until the spare gun-carriage is brought back on to the truck again and placed in position with its trail resting on the floor under the limber. The wheels of the dismounted limber are lashed to two of the other wheels, and the box is laid on the floor of the truck. *To unload*, reverse the proceedings.

6. *Trucks for four pairs of wheels* (plate II).—With a little practice, side-loading from a high platform into trucks with fixed ends and sides will be found to be as expeditious as end-loading. A loading board, 6 feet square, is placed close to the end of the truck, resting on the side, and is packed up with sleepers in the centre. As before, sleepers or bundles of grass are arranged in the truck to break the fall of the wheels. The first three pairs of wheels are then run up over the side, dropped into the wagon, and put in the position indicated in tables P, Q, R, and S. But the last pair, if an *ammunition wagon body*, is brought up the loading board, perch in rear, lowered into the truck, and run up against the opposite side, without being wheeled to the right or left, while the perch rests on the side, and the wheels are scotched up. The store cart is loaded in the same way, the pole being removed when it is in position. In loading the last truck of the left half battery, the *store wagon body* is put on first, perch to the front; then the limber, shafts to the front; thirdly, the spare gun-carriage, trail in rear under the limber; and lastly, a limber is loaded transversely, the shafts are removed, and the splinter bar, which rests upon the side of the wagon, is securely lashed.

A limber can be turned through a quarter circle, that is to say, brought square with the other carriages, in a space of 7' clear from the end of a truck (with 18" sides) to the tires of the wheels of the last carriage loaded, if the shafts are raised; and this distance can generally be obtained when loading an 18' 8" truck if the wheels are properly interlocked. Under similar circumstances the perch of an ammunition wagon body can be passed under the wheel of the limber immediately in front of it.

7. *To unload*.—The loading board is first put in the same position as before; two steps are made inside the truck by placing two sleepers against the side, below the loading board, and one sleeper in front of them. The carriages are run out in the opposite order; first being brought up to the sleepers, and then lifted on to the loading board. The drag ropes should be hooked on and manned before running the carriages down the incline.

8. *Trucks for three pairs of wheels* (plate III).—With fixed sides and ends; rest the loading board on the side at one end as previously explained, and load the carriages in accordance with the tables T, U, V, and W, but place the third pair of wheels (*ammunition wagon body*) transversely, if the point of the perch cannot be passed under the wheel of the limber in front of it. With sides which open entirely, or for 6 feet at each end, the third pair of wheels can be got into position without difficulty.

9. *Metre-gauge ballast trucks*.—The whole side falls down, but the ends have to be removed in order to load three pairs of wheels on each. Beginning with the leading truck, the two first pairs of wheels are loaded from the side platform, and disposed of as described in table T. The third carriage is loaded on to the second truck from the side and run forward on to the first over a loading board, or two half sleepers. Thus, the second truck serves for loading the first and so on, until only the last truck remains, which is dealt with as follows:

The *store cart* is brought on to the truck, pole to the rear, wheeled round, so that the pole points in the direction of the trucks already loaded, run back to the end of the truck until the wheels project about 8 inches, and scotched up. The *forge wagon body* is then loaded, perch to the rear, backed on to the loading board, which bridges the gap between the two trucks, and scotched. The *forge wagon limber* is introduced between the other two carriages, shafts to the rear, and run up until it comes in contact with the store cart, the shafts are removed, and the splinter bar rests on the pole of the store cart, to which it is lashed. Lastly, the *forge wagon* is brought back from the loading board, and its wheels made to interlock with those of the limber. Finally, the tents are packed on the carriages. These trucks would be very easily loaded, did it not happen that the present wheel track of

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the carriages (5' 4"  $\frac{1}{2}$ ) is almost identical with the distance between the fixed iron knees supporting the sides, which necessitates a good deal of extra labour.

10. The general points which should be attended to in loading artillery carriages are—

1st.—To bring the carriages up as near to the trucks as possible before unhooking.

2nd.—To distribute the load evenly over the floor, and if any of the flooring planks are rotten, to put a sleeper across them under the wheels.

3rd.—To allow neither the carriages nor the poles and shafts to project beyond the false buffers.

4th.—To pay great attention to the lashing and scotching of the wheels. Scotchies are however, of little use except they are nailed to the floor of the trucks.

The lashing ropes should first be made fast by means of two half bitches to the false buffers (if there are no rings for the purpose), passed thrice round the felloe of the nearest wheel and the false buffer, and tightly frapped. One turn should then be taken round the end of each axle-tree arm inside the drag washer, the last wheel being lashed to the false buffer as before. The ropes must be kept taut; and if there are any side rings, lashing should also be taken through them and round the felloes. The object being to prevent as much as possible any dangerous movement of the carriages owing to the shocks to which the train is exposed.

5th.—Never to remove the shafts or pole of a limber until it is secured in position for fear it may overbalance, and then only when the point of the shaft is more than 7 feet above the level of the floor of the truck.

*Tables showing the number of trucks of different patterns required for the Transport of the Right and Left Half Battery Carriages respectively, also with the second line of wagons; as well as the relative position of the carriages when loaded.*

## EXPLANATORY MEMORANDA.

- 1.—Except when expressly stated no carriages are dismantled.
- 2.—“Front” in all cases refers to the direction in which the train will go.
- 3.—“Raised” signifies that the pole or shafts are lifted to enable the limber or store cart to be run forward, and then lowered until they rest upon the carriage in front.
- 4.—Trails and perches always rest on the floor of the truck, and shafts also, except when the word “Raised” is used.
- 5.—Wheels should be made to interlock as far as possible.
- 6.—Poles or shafts must be removed, when their points are more than 7 feet above the floor of the truck, but this should not be done until the carriages are in position and lashed.

*Note to (\*) in plates II and III.*—In side-loading a truck not more than 19 feet long, with side 18 inches high, and no openings in them, this limber changes places with spare gun-carriage and stands across the truck, with its shafts removed, splinter bar resting on the side, and carefully lashed.

*Note to plate III.*—The same loads, three pairs of wheels, are put on metre-gauge ballast wagons, 13 feet 6 inches long, with their ends removed: 1, 2, 3, and 6 make the best loads; No. 4 the worst (*table T*). The outer wheels must be secured with scotchies nailed to the floor, and very carefully lashed. As the wheels or other parts of the carriages project, on an average, about 8 inches beyond the ends of the trucks, and in some cases more, the train must be inspected before starting, to see that there is no risk of the carriages on adjoining trucks coming in contact when the buffers are pressed home.

*Note.*—The plates I, II, III, referred to, to which the letters L, M, N, &c., &c., apply, are not published herewith, but will be circulated separately.

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*To take five pairs of wheels. (Plate I.)*

Length of truck,—22 feet, with no sides. S. P. & D. R.

No. of trucks.	RIGHT HALF BATTERY.		LEFT HALF BATTERY.	
	Position of the artillery carriages when loaded.	No. of tents on each truck.	Position of the artillery carriages when loaded.	No. of tents on each truck.
1	<b>L 15 PAIRS OF WHEELS.</b>		<b>N 16 PAIRS OF WHEELS.</b>	
	Gun carriage, trail rear . . . „ limber, shafts front, <i>raised</i> Ammunition wagon body, perch rear. Forge wagon limber, shaft front, <i>raised</i> . Forge body, perch front.	3 E. P. 2 S. S.	Gun carriage, trail rear. „ limber, shafts front, <i>raised</i> Ammunition wagon body, perch rear. Spare gun limber, shafts front, <i>raised</i> . Spare carriage, trail front.	3 E. P. 2 S. S.
2	Gun carriage, trail rear. „ limber, shafts front, <i>raised</i> Ammunition wagon body, perch rear Ammunition limber, shafts front, <i>raised</i> Ammunition body, perch front.	2 E. P. 2 Hill.	Gun carriage, trail rear. „ limber, shafts front, <i>raised</i> Ammunition wagon body, perch rear Ammunition limber, shafts front, <i>raised</i> . Ammunition body, perch front.	2 E. P. 2 Hill.
3	Gun carriage, trail rear . . . „ limber, shafts front, <i>raised</i> Ammunition wagon limber, shafts front, <i>raised</i> Ammunition wagon limber, shafts front, <i>raised</i> . Store cart, pole front.	2 E. P. 1 Hill. 3 Pals.	Gun carriage, trail rear. „ limber, shafts front, <i>raised</i> Ammunition wagon limber, shafts front, <i>raised</i> Ammunition wagon limber, shafts front, <i>raised</i> . Store wagon limber, dismounted „ body, perch front.	2 E. P. 1 Hill. 3 Pals.
1 2 3	<b>M 12 PAIRS OF WHEELS.</b> <i>With 2nd line of wagons.</i>		<b>O 22 PAIRS OF WHEELS.</b> <i>With 2nd line of wagons.</i>	
	Gun carriage, trail rear . . . „ limber, shafts front, <i>raised</i> Ammunition wagon body, perch rear Ammunition limber, shafts front, <i>raised</i> . Ammunition body, perch front.	2 E. P. 2 S. S. or 2 Hill.	Trucks 1 and 2 are loaded the same way as in the right half battery. In No. 3 there is an “Ammunition wagon limber” dismounted in addition.	2 E. P. 2 S. S. or 2 Hill.
4	Forge wagon body, perch rear. „ limber, dismounted. Ammunition wagon limber, shafts rear Ammunition wagon limber, front, <i>raised</i> Ammunition wagon limber, front. Store cart, pole front.	1 E. P. 3 Pals.	Spare gun carriage, trail rear. „ limber, shafts front, <i>raised</i> Ammunition wagon . . . „ shafts, front, <i>raised</i> Store wagon limber, dismounted. „ body, perch front.	1 E. P. 3 Pals.

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*To take four pairs of wheels. (Plate II.)*

Length of truck,—18 feet 8 inches, with 2 feet 6 inches sides on G. I. P. R.; or

“ “ 20 “ 6 “ “ 12 “ “ E. I. R.; or  
 “ “ 19 “ 6 “ “ 13 “ “ B. B. C. I. R.

No. of trucks.	RIGHT HALF BATTERY.		LEFT HALF BATTERY.	
	Position of the artillery carriages when loaded.	No. of tents on each truck.	Position of the artillery carriages when loaded.	No. of tents on each truck.
1 2 3	<b>P</b> 15 PAIRS OF WHEELS. Gun carriage, trail rear. “ limber, shaft front, <i>raised</i> Ammunition wagon limber, shafts rear, <i>raised</i> . “ body, perch front.	2 E. P. 1 Hill.	<b>R</b> 16 PAIRS OF WHEELS. The same* as for right half battery.	2 E. P. 1 Hill.
	4 { Forge wagon body, perch rear “ limber, shafts “ Store cart, pole front “	1 E. P. 2 S. S. 3 Pals.	Spare gun carriage, trail rear. “ limber shafts front, <i>raised</i> . Store wagon limber “ body, perch front.	1 E. P. 2 S. S. 3 Pals.
	<b>Q</b> 21 PAIRS OF WHEELS. <i>With 2nd line of wagons.</i> The same as above . . .	2 E. P.	<b>S</b> 22 PAIRS OF WHEELS. <i>With 2nd line of wagons.</i> The same as for Right Half Battery.	2 E. P.
4 5	Ammunition wagon body, perch rear. Ammunition limber, shaftfront, <i>raised</i> . Store cart, pole front “ “	3 Hill.	Ammunition wagon body, perch rear. “ Ammunition limber, shafts front, <i>raised</i> . Ammunition limber, dismounted.	3 Hill.
	Ammunition wagon body perch, rear. Forge wagon body, perch rear “ limber dismounted Ammunition wagon body, perch rear. Ammunition limber, shafts front, <i>raised</i> .	1 E. P. 2 S. S. 3 Pals.	Spare gun carriage, trail rear. “ limber, shafts front, <i>raised</i> . Ammunition wagon limber, shafts front, <i>raised</i> . Store wagon limber, dismounted. Store body, perch front . . .	1 E. P. 2 S. S. 3 Pals.

*To take three pairs of wheels. (Plate III.)*

Length of truck.—15 feet 6 inches with 15 inches sides (general type).

No. of trucks.	RIGHT HALF BATTERY.		LEFT HALF BATTERY.	
	Position of the artillery carriages when loaded.	No. of tents in each truck.	Position of the artillery carriages when loaded.	No. of tents on each truck.
1 2 3	<b>T 15 PAIRS OF WHEELS.</b> Gun carriage, trail rear . . . " limber, shafts front, <i>raised</i> . . . Ammunition wagon body, perch front . . .	2 E. P. 1 S. S.	<b>V 16 PAIRS OF WHEELS.</b> The same as for right half battery . . .	2 E. P. 1 S. S.
	4 { Ammunition wagon limber, shafts rear . . . Ammunition wagon limber, front, <i>raised</i> . . . " " " . . .	1 E. P. 1 Hill.	The same as for right half battery . . .	1 E. P. 1 Hill.
	5 { Forge wagon body, perch rear . . . " " limber, shafts rear . . . Store cart, pole front . . .	2 Hill. 3 Pals.	Spare gun carriage, trail rear. * " " limber, shafts front, <i>raised</i> . . . Store wagon limber, dismantled " " body, perch front.	2 Hill. 3 Pals.
1 2 3 4 5	<b>U 21 PAIRS OF WHEELS.</b> <i>With 2nd line of wagons.</i> The same as above in table T for Right Half Battery.	1 E. P. 1 S. S. or 1 Hill.	<b>W 22 PAIRS OF WHEELS.</b> <i>With 2nd line of wagons.</i> The same as above for left half battery . . .	1 E. P. 1 S. S. or 1 Hill.
	" " " "	1 E. P.		1 E. P.
	" " " "	1 Hill.		1 Hill.
	" " " "	1 E. P.		1 E. P.
	" " " "	1 Hill.		1 Hill.
6 7	Ammunition wagon body, perch rear . . . Ammunition limber, shafts front, <i>raised</i> . . . Ammunition body, perch front.	1 E. P.	The same as for right half battery . . .	1 E. P.
	Ammunition limber, shafts rear, <i>raised</i> . . . Ammunition body, perch front limber, shafts front, <i>raised</i> . . .	1 E. P. 3 Pals.	The same as for right half battery.	1 E. P. 3 Pals.

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*Memorandum of instructions issued for the guidance of the despatching staff officers at Umballa in arranging for the transport of non-commissioned officers and soldiers and their families proceeding to hill stations north of Kalka, when the Government bullock-train is not available beyond the latter station.*

I.—The Government bullock-train is to be used between Umballa and Kalka, and onwards to destination, for all parties proceeding to stations situated on the cart-road, sufficient notice being given to the postal authorities to enable them to comply with the requisition.

(a) Any sick soldiers, or their families sent to the hills for change of air, may, on recommendation of the medical officer, be forwarded by Government horse dāk, as is done in the Peshawar and Rawalpindi district, with the Punjab military horse van, ordinary traffic permitting, two men or one family being accommodated in each carriage.

II.—When the postal authorities at Umballa are unable to provide a bullock-train passage beyond Kalka, the despatching officer at Umballa is authorized to make the following arrangements:—

(a) In the case of individual non-commissioned officers or soldiers proceeding to Simla to join head-quarters offices, &c., and soldiers or others proceeding under the operation of paras. 644 to 660, section V, A. R. I., Vol. X., Part II, to withdraw children from the Lawrence military asylum at Sunawar, or the Roman Catholic institution at Simla, he will, on being informed by the postal authorities that bullock-train conveyance is not available, furnish the detail travelling beyond Kalka with a passage warrant for onward journey, either for pony dāk, and coolies for the conveyance of the authorized amount of baggage, or for a tonga passage, the commissariat subordinate at Kalka, who should be a specially selected mau, providing the carriage described in the warrant, and seeing that the party travelling signs receipt at foot of warrant for such specified conveyance as voucher for the same; the commissariat subordinate will also provide conveyance by coolies or ponies for that portion of the authorized weight of baggage which cannot be taken by tonga in accordance with the scale laid down in para. 123, section I.

The weight to be allowed for each description of carriage is as follows:—

2½	maunds to one bullock.
2	„ „ pony.
½	„ „ coolie.

(b) If proceeding to Kasauli, Subathu, Dagshai, or Jutogh, or between stations in the Simla hills which are off the tonga line, they may, on a warrant signed by the despatching officer at Umballa, or by the staff officer at the station of departure in these hills, be provided through the commissariat subordinate at Kalka, or other agency at the hill station of departure, with a pony dāk if able to ride, otherwise, with a jhampan dāk, coolies being provided for the conveyance of the authorized amount of baggage.

Tonga dāk may on the authority of officers commanding stations, be utilized when practicable for the whole or portion of the journey between stations in the hills, provided the journey exceeds one day's march, and when bullock train conveyance is not available, and despatch by pony dāk is not considered desirable. Coolies to be provided for the conveyance of all authorized baggage that may be in excess of what can be taken by tonga.

III.—In the case of parents or guardians proceeding to the Lawrence military asylum at Sunawar, or the Roman Catholic institution at Simla, in charge of children, the commissariat subordinate at Kalka will, on receipt of warrant signed by the despatching officer, arrange for the journey to destination, by doolie or jhampan dāk of 8 bearers each, whichever may be most suitable for the parties, according to the scale mentioned in



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(a) When this mode of conveyance is authorized, coolies will also be provided for carriage of the railway allowance of baggage, viz.,  $1\frac{1}{2}$  maunds per woman and  $\frac{1}{4}$  maund per child.

IV.—When married soldiers travelling with their families to Solon or Simla cannot be conveyed beyond Kalka by bullock-train, they may be furnished either with a passage warrant for a conveyance by tonga, or arrangements made as above, for the provision of a pony or jampan dāk, doolies being substituted for their wives and children, if necessary, and coolies supplied for the authorized amount of baggage.

(a) In all cases in which parties so despatched will return at once to the plains, the despatching officer will arrange for their return journey, and in the case of guardians returning in charge of children, for the passage of children also.

V.—The toll-tax near Kalka, to be recovered in the same way as is done for officers travelling on duty, signing their names in the book kept for that purpose at the gate; in the case of soldiers travelling under these rules, they will be furnished by the commissariat subordinate at Kalka with a voucher, stating the number and particulars of warrant under which they are travelling.

VI.—The despatching officer at Umballa will arrange with the proprietors of hotels at Kalka to provide shelter, when necessary, for soldiers and their families travelling under these rules, the charge for accommodation, which is not to exceed 8 annas per head per diem, being obtained and paid in accordance with para. 1247, India Army Regulation, Part I, Volume I.

Refreshments, which must be paid for by the soldier, will also be provided by the proprietors of hotels at the following rates:—

One plate of cold meat	.	.	.	.	.	} 7 annas.
Half loaf of bread	.	.	.	.	.	
Large cup of tea or coffee	.	.	.	.	.	
One pint bottle of hill beer	.	.	.	.	.	

No more than one pint of beer per diem will be allowed for each man or woman while detained at Kalka.

VII.—The despatching officer at Umballa is to carefully explain to soldiers and their families proceeding to the hills the nature and probable time of the journey, warning them against any interference whatever in the arrangements for their progress, and impressing generally upon them the necessity for the most orderly behaviour on their part.

## Appendix XXXIII.

*Revised Rules for the Embarkation of Elephants in Railway Trains framed by LIEUTENANT COLONEL KINLOCH, Officiating Assistant Quarter Master General, Presidency District,—dated Fort William, 19th May 1881.*

1. The first precaution to be taken is to avoid all noise, or anything that may frighten or excite the elephants. For this reason they should, when practicable, be embarked in a quiet shed, where no one should be allowed to enter except the elephants' attendants and such a number of workmen as may be necessary for arranging the fittings and closing the carriages.

The men thus employed should be previously carefully instructed as to what they have to do, and should be warned to work expeditiously and silently.

2. Elephants being gregarious animals and frequently apt to be uneasy when alone, three or four together should be taken into the loading shed; more are not desirable, as there would be additional risk of noise and confusion. As some elephants are too timid to enter a truck or other strange place without coercion, two or three staunch and powerful tuskors should, when practicable, be kept in readiness to force unwilling elephants into the trucks. This expedient, however, should only be resorted to as a last resource: it will seldom be necessary.

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3. The trucks selected should be very carefully inspected, and it should be particularly ascertained that the floors are strong, and fittings complete and in perfect working order.

4. As some elephants are shy of trusting their weight on any yielding surface, it is well to put wedges under the springs of the trucks, so that the animals may find a firm platform to tread on.

5. In order that the elephants may be secured as quickly as possible after entering the trucks, they should be fitted with fetters, and chained beforehand as follows:—

## I.

The two fore and two hind legs should be coupled together with strong fetters ("berries") so closely connected as just to allow the animal to shuffle along by short steps.

## II.

The front and hind coupling chains should be connected by a chain so adjusted as to be about six inches longer than the space between the elephant's fore and hind legs when standing in a natural position.

## III.

Chains terminating in bent hooks should be attached to the connecting rings of each pair of "berries."

These are for the purpose of securing the elephant to the ring-bolts outside each end of the truck. The front chain should be handed to the mahout on the elephant's neck and hauled up clear of the ground, so as not to be trodden on. The rear chain may be allowed to drag.

## IV.

A strong chain collar covered with leather, and furnished with a chain long enough to be secured to a ring-bolt in the floor of the truck, should be fitted to each elephant.

## V.

Strong ring-bolts are fixed in the floor of the truck, one just in front of, and one just behind, the elephant. The fore and aft chains (No. III) are passed through these ring-bolts before being secured to the end ring-bolts above referred to.

The neck chain is also hooked to the front ring bolt.

*Note.*—There would be considerable risk in using inferior or badly fitted tackle: special fetters of approved pattern have been constructed by Messrs. Jessop & Co., of Calcutta, and are stored in Fort William arsenal.

The "berries" or coupling chains, and the connecting chains, are fastened by the well-known device of "pinched links": the three chains by which the elephant is secured to the truck terminate in long bent hooks, and the links of these chains are made so large as to admit of the hooks being inserted in them; and the chain may thus be rove through a ring and adjusted to any required length.

The chains should, if possible, be fitted to each animal before he is brought to the loading platform.

Reference to the accompanying sketches will best explain the arrangement of the various chains and ring-bolts.

6. The bridge from the platform to the truck should be strong and firm and as nearly level as possible. Both it and the floor of the truck should be covered with *short* grass or straw.

7. The fittings of the truck are shown in the accompanying sketches.

The doors of the truck having been thrown wide open, the side beams on the side of entry having been removed, and the rear beam having been adjusted according to the length of the elephant the mahout will ride the first selected elephant (which should be one of the quietest and boldest) into the truck, another attendant going in front with a bundle of

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sugarcane or other attractive food. If a portion of the carriage is roofed in (which does not appear to be necessary now that the elephant's head is secured), the mahout should either sit on its back from the first, or slip back from the neck, as the elephant enters the truck.

8. The moment it is fairly in its place, the collar chain should be hooked to the ring-bolt in the floor, and the side beams expeditiously but silently run into their places and firmly bolted down to the cross pieces by men who have been standing ready for the purpose.

The most convenient and quickest method of placing these long beams in their places is by hauling them through by ropes attached to rings or staples in their ends.

9. The front chain hitherto held up by the mahout should be dropped as soon as the neck chain is secured, passed through the ring-bolt in floor, and then through opening at end of truck; where, after being hauled taut, it should be hooked.

The rear chain should similarly be passed through the ring-bolt behind the elephant, and secured to the other end of the truck. In case of an elephant proving troublesome, a man with a long hook should be stationed at each end of the truck, so as to be ready to catch hold of the chains and draw them within reach.

10. If the above is properly done, the animal should be immovably secured in a few seconds, during which time his attendants should have been diverting his attention by feeding and caressing him.

11. The mahouts should always travel in the truck with their elephants and should reassure them by their voices and give them favourite food; but they should not go where the elephant could accidentally injure them if frightened.

12. When three or four elephants have been embarked, the trucks should be quietly run out of the loading shed by hand, and another batch of elephants brought in, and so on.

13. Care should be taken to alarm the elephants as little as possible at first, and the train should be quietly and carefully started, without unnecessary whistling or other noise.

14. On the journey elephants should have abundance of some forage which they like, and they should be frequently supplied with water at halts. They should also have water poured over them.

To enable the animals to drink, care should be taken not to place the rear bar too close, nor to shorten the collar chain too much, or the elephant will be unable to raise its head sufficiently.

15. Before elephants have to travel by rail, it would appear to be a safe precaution to starve them for a few hours, as animals distended with food would probably be more liable to rupture or other internal injury, should they struggle much.

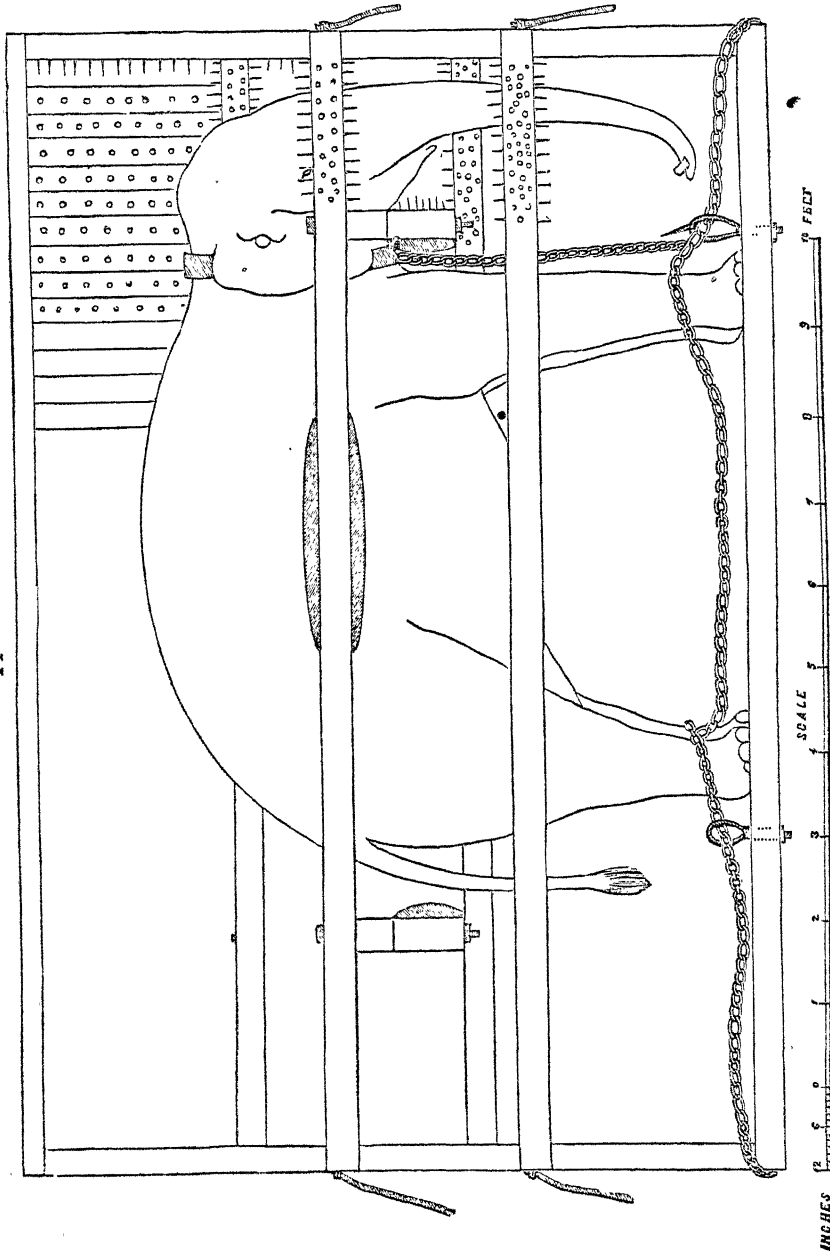
16. When disembarking, the same precautions should be taken as when embarking, all fastenings being removed in reverse order to that in which they were secured.

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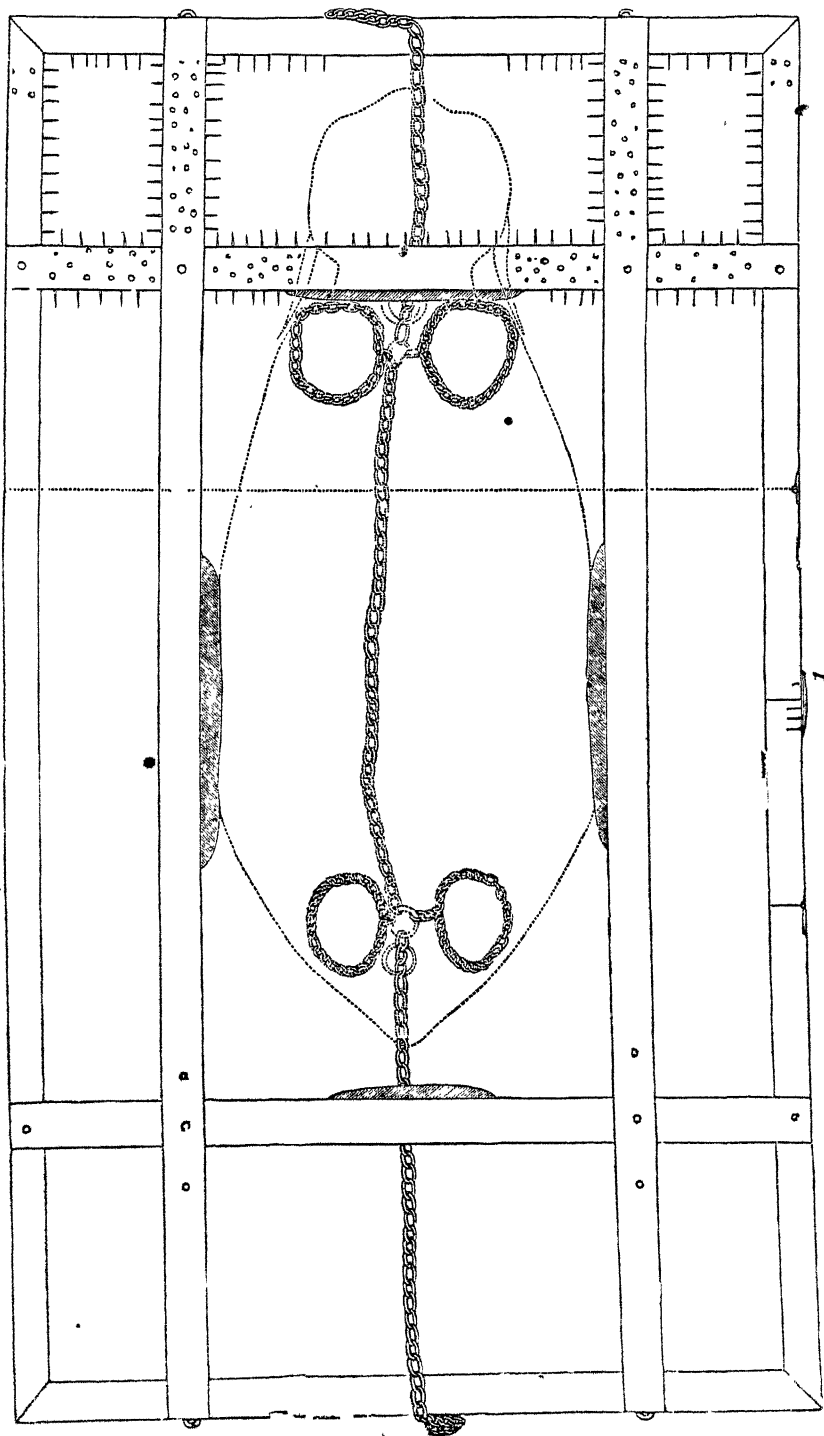
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Scale 1/20  
GROUND PLAN SHOWING ELEPHANT SECURED.

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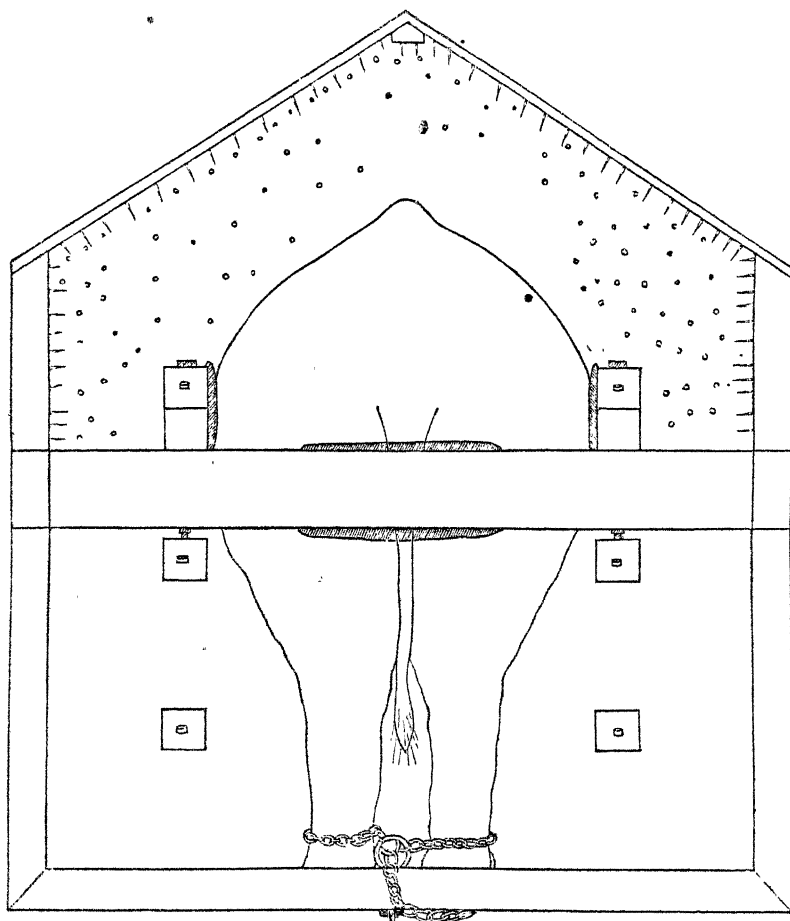
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Scale  $\frac{1}{20}$

REAR VIEW, END OF WAGON REMOVED.



PART II.

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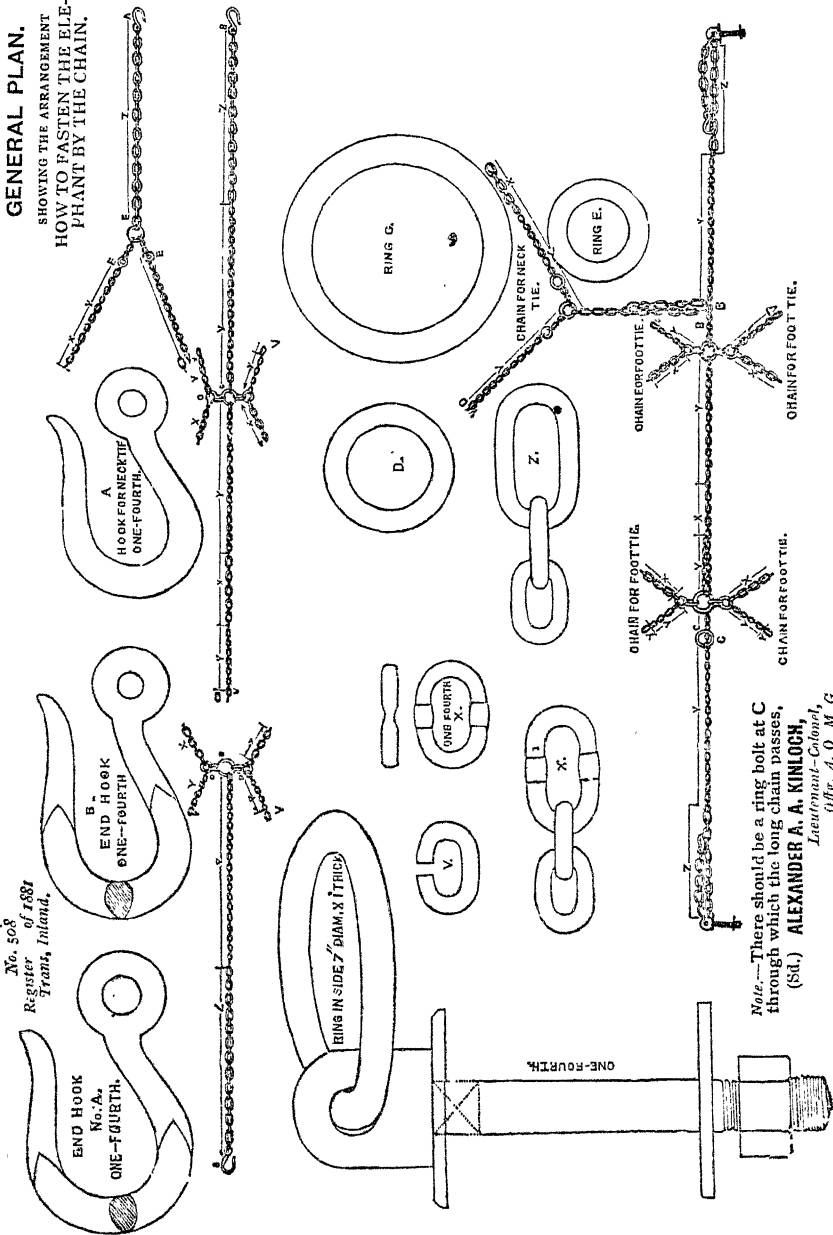
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GENERAL PLAN.

SHOWING THE ARRANGEMENT  
HOW TO FASTEN THE ELE-  
PHANT BY THE CHAIN.



Note.—There should be a ring bolt at C  
through which the long chain passes,  
(Sd.) **ALEXANDER A. KINLOCH,**  
*Lieutenant-Colonel,*  
*Offr. A. Q. M. G.*

Scale for chain, 1 inch = 4 feet.  
" for hook, rings, links, &c., one-fourth full size.

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## Appendix XXXIV.

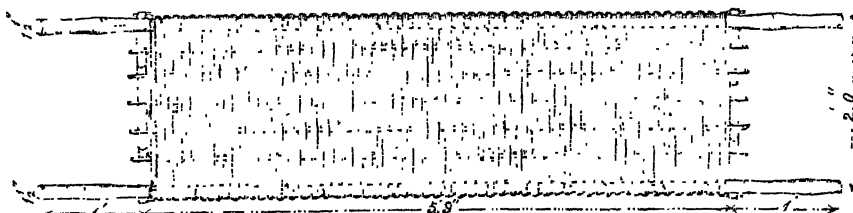
Plan of a bamboo stretcher designed by Major-General H. N. D. Prendergast, Royal Engineers, C.B., V.C., which may prove useful on active service in the event of there being a paucity of other descriptions of sick carriage (see following sketch).

A stretcher of this nature is easily extemporised in rough countries, is sufficiently elastic to be comfortable, rigid enough to be a good support to a broken limb and is adapted to many of the exigencies of active service.

## BAMBOO STRETCHER

THE POLE OF WHICH MAY BE LONGER.

Weight 10½ lbs.





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